The Hong Kong Daily Press.

No. 5338 第五千三百三十八號 同治甲戌年十一月十八日 HONGKONG, SATURDAY, 26TH DECEMBER, 1874. 禮拜六 英十二月二十六號 香港 [PRICE $2 PER MONTH.

Arrivals.

December 23, MARQUIS OF ARGYLE, British ship, 700, Wm. McKeon, Sydney 7th Nov., Coals.—ARNHOLD, KARBERG & Co.

December 23, FORMOSA, Spanish str., 363, Morales, Manila 20th December, General.—VOGEL, HAGEDORN & Co.

December 24, EDMOND GRESSIER, French bark, 299, Faisguel, Saigon 28th Nov., General.—CHINESE.

December 24, PEEBLES, British sh., 783, Miller, Newcastle, N.S.W., 31st Oct., Coals.—P. M. S. S. Co.

December 24, ANNIE GRAY, Brit. ship, 726, More, Whampoa 23rd December, General.—ROZARIO & Co.

December 25, ATALANTA, German steamer, 702, Petersen, Amoy 23rd Dec., General.—SIEMSSEN & Co.

December 25, CROCUS, British str., 1,298, R. H. Joy, Shanghai 21st December, General.—CHINESE.

December 25, AMOY, British steamer, 310, Drewes, Canton 24th December, General.—SIEMSSEN & Co.

December 25, LEE-YUEN, Chinese steamer, 737, Tisdall, Canton 24th December, General.—C. M. S. N. Co.

Departures.

December 24, BANGALORE, str., for Singapore, Bombay, &c.
December 24, KYIK, for Saigon.
December 24, TITANIA, for Whampoa.
December 25, CALLAO, for Callao.
December 25, YANGTSZE, str., for Shanghai.
December 25, LEE-YUEN, str., for Shanghai.
December 25, PROSPERITY, for Bangkok.
December 25, ATALANTA, str., for Canton.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, DECEMBER 24TH.

None.

Passengers.

ARRIVED.

Per *Formosa*, str., from Manila:—50 Chinese.
Per *Atalanta*, str., from Amoy:—Mr. D. R. Krauel, (German Consul.)
Per *Crocus*, str., from Shanghai:—4 Chinese.

Reports.

The British ship *Marquis of Argyle* reports left Sydney on 7th November, and had fine weather throughout.

The Spanish steamship *Formosa* reports left Manila on 20th December, and had strong N.E. monsoon, but fine weather throughout.

The French bark *Edmond Gressier* reports left Saigon on 28th November, and had fresh N.E. monsoon and fine weather throughout.

The German steamship *Atalanta* reports left Amoy on 23rd December, and had fine weather with fresh monsoon throughout.

The British ship *Peeress* reports left Newcastle, N.S.W., on 31st October, and had light winds and calms till entering the China Sea, when got moderate and fresh monsoon to arrival.

The British steamship *Crocus* reports left Shanghai on 21st December at noon. Had light breezes and thick hazy weather to Formosa Straits, in which had strong winds and thick weather; the latter part thick weather. Anchored in the Lama Channel at 7 p.m. on the 24th, and came to moorings in harbour at 8 a.m. on 25th instant.

SHANGHAI SHIPPING.

ARRIVALS.

December 1st, Sooloo from Nagasaki; 2nd, Inverness from Sydney; 3rd, Sally from Tamsui; 5th, Farmingham from Nagasaki, Parana from Nagasaki, Juthia from Nagasaki; 7th, Omba from London; 8th, Conqueror put back; 12th, Star of the West from New York; 13th, Hilda from Keelung.

DEPARTURES.

December 2nd, Kronprindsessen for Nagasaki, Friendship for Amoy; 4th, Bertha for Hiogo; 5th, Mikado for New York; 6th, Lady Clarendon for Swatow; 8th, Serpent for Nagasaki; 11th, Georgina for Nagasaki; 12th, Lady Louise for New York, Hokaido for Japan, B. Aymar for Amoy, Britain's Pride for Nagasaki, Condor for Nagasaki, Nadeshda for Nagasaki; 15th, Lulu for Chefoo, Alexandra for Amoy.

YOKOHAMA SHIPPING.

ARRIVALS.

November 29th, str. Volga from Hongkong, str. Bellona from Shanghai, Pride of the Thames from Nagasaki; 30th, Tartar from Takao; 1st December, Sudan from Amoy; 2nd, str. Glencarn from Shanghai, str. Vasco de Gama from Hongkong; 4th, str. Nevada from Shanghai; 8th, str. Bombay from Hongkong; 10th, str. Japan from San Francisco; str. Oregonian from Shanghai.

DEPARTURES.

December 1st, str. Massilia for Hongkong; 4th, Deogaum for Shanghai, str. Golden Age for Shanghai; 5th, Laurel for Hiogo; 6th, str. Vasco de Gama for San Francisco; 8th, Denbighshire for Hiogo, str. Tanais for Hongkong; 10th, Havilah for Manila, Tartar for Chefoo, str. Nevada for Shanghai; 11th, str. Japan for Hongkong.

Vessels Expected at Hongkong.

(*Corrected to Date.*)

Vessel's Name.	From	Dates.
Alejandro	New York	Feb. 10
Frances	Shields	Feb. 19
Cleopatra	Penarth	April 8
Canton	Falmouth	June 29
Brema	New York	July 10
Fontenaye	London	July 18
Charite	Cardiff	Aug. 16
Maria	Cardiff	Aug. 16
Marco Polo	Cardiff	Aug. 25
Sarah Nicholson	Swansea	Aug. 28
Tamesa	London	Aug. 29
Pallas	Hamburg	Sept. 2
Invincible	London	Sept. 9
Fede e Speranza	Swansea	Sept. 14
Hansa	Cardiff	Sept. 15
Bonita	Cardiff	Sept. 18
Varuna	Hamburg	Sept. 19
Nankin (s)	London	Sept. 20
Life Brigade (s)	Shields	Sept. 26
Fluellin	Sunderland	Oct. 5
Miako	London	Oct. 7
Chusan (s)	Glasgow	Oct. 8
August Frederick	Swansea	Oct. 13
Livingstone	Kiel	Oct. 23
Green Jacket	Penarth	Oct. 24
M. Washington	Boston	Oct. 24
McNear	Newcastle	Oct. 30
Castria	Shields	Oct. 31
Eleanor	London	Nov. 4
Papa	Hamburg	Nov. 5
Harwich	Liverpool	Nov. 6
Glenroy (s)	London	Nov. 6
Admiral Tegethof	Cardiff	Nov. 8
Anna Dorothea	Swansea	Nov. 8
Montgom'yshire (s)	London	Nov. 10
Dorothea	Cardiff	Nov. 11
Sarpedon (s)	Liverpool	Nov. 12
Osaka	London	Nov. 12

Auction Sales To-day.

None.

Banks.

THE QUEENSLAND NATIONAL BANK, LIMITED.
Incorporated under the Companies Act, 1863.

CAPITAL, £500,000.

HEAD OFFICE, BRISBANE.

DIRECTORS:
HON. F. H. HART, M.L.C., Chairman.
HON. A. B. BUCHANAN, M.L.C.
HON. THOS. MCILWRAITH, M.L.A.

AUDITORS.
FREDERICK ORME DARVALL, Esq.
W. F. DIGBY, Esq.

GENERAL MANAGER:
E. R. DRURY.

BRANCHES:
BEENLEIGH.
CHARTERS TOWERS.
COOKTOWN.
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ROMA.
STANTHORPE.
TOOWOOMBA.
TOWNSVILLE.

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THE UNION BANK OF LONDON;
THE NATIONAL BANK OF AUSTRALASIA.

AGENTS IN NEW SOUTH WALES:
THE CITY BANK.
THE MERCANTILE BANK OF SYDNEY.

AGENTS IN VICTORIA, SOUTH AUSTRALIA, AND WESTERN AUSTRALIA.
THE NATIONAL BANK OF AUSTRALASIA.

AGENTS IN NEW ZEALAND:
THE BANK OF NEW ZEALAND.

AGENTS IN NEW YORK:
MESSRS. LAIDLAW & CO.

AGENTS IN SAN FRANCISCO:
THE BANK OF CALIFORNIA.

AGENTS IN INDIA AND THE EAST:
THE ORIENTAL BANK CORPORATION.

6m 1139 [July 21, 1874.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL......5,000,000 of Dollars.
RESERVE FUND......... 775,000 of Dollars.

Court of Directors:—
Chairman—W. H. FORBES, Esq.
Deputy Chairman—The Hon. R. ROWETT.
Ad. André, Esq. | A. F. Heard, Esq.
E. R. Belilios, Esq. | H. Hoppius, Esq.
J. F. Cordes, Esq. | S. D. Sassoon, Esq.

Chief Manager.
Hongkong—James Greig, Esq.,
Manager.
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.

On Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months 2 per cent. per annum.
6 „ 4 „ „
12 „ 5 „ „

LOCAL BILLS DISCOUNTED.

Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 8th August, 1874.

NOW READY.
PRICE $6.00.

CH'O HOK KAI,
A HANDBOOK OF THE CANTON VERNACULAR OF THE CHINESE LANGUAGE.

BEING a Series of Introductory Lessons for Domestic and Business purposes.
BY N. B. DENNYS, PH.D.

** This Work has been approved as a textbook for the examinations in Chinese by the Government Examination Board of Hongkong.
For Sale at the
CHINA MAIL OFFICE.

3m 2114 Hongkong, 15th December, 1874.

HONGKONG PHOTOGRAPHIC COMPANY,
Corner of Wyndham and Wellington Streets,
(Nearly opposite the German Club,)
Open daily, Saturdays excepted.

REDUCTION OF PRICES.

AFTER this Date and until further notice, Prices will be as follows:—

Cameo Portraits,	(if in one order)	for 1 doz.	$4.00
Do.	do.	for 2 doz.	7.00
„	„	„ 3 „	9.00
„	„	„ 5 „	12.00
Cabinet Portraits,	„	„ ½ „	5.00
„	„	„ 1 „	8.00
Portraits 8 by 6, plain,		each	6.00
„ worked up and mounted		„	10.00
Enlargements made from any Photograph (faded or otherwise) colored in oil and framed complete,			25.00
Views from Negatives in Stock,			0.50
do do		per doz.	5.00

Outdoor groups at private houses on Saturdays by arrangement.

Views of Private Houses and Grounds to order, first copy,	$10.00
Extra copies, each	0.50
Patrons of the Hongkong Photographic Rooms can get their servants taken at, first copy,	0.50
Extra copies,	0.25

N.B.—Suitable Colours for Dress are black, brown, and green.

During the cold season the best light for portraiture is from 10 till 1.

tf 2068 Hongkong, 10th December, 1874.

HONGKONG AND CHINA BAKERY COMPANY, LIMITED.

(TOWN OFFICE:—ON MESSRS. LANE, CRAWFORD & CO.'S PRAYA PREMISES.)

THE GENERAL MANAGERS of the above Company beg to announce that, having secured the Services of a skilled English Pastry-cook and Baker, they are making daily, and are prepared to receive orders for, all kinds of CAKES, BISCUITS, and BREAD, Samples of which may be seen at the Office, or will be forwarded on application.

Cakes.	*Fancy Biscuits.*
POUND CAKE.	CUSTARD BISCUITS.
MADEIRA „	QUEEN'S „
SEED „	ASSORTED „
SULTANA „	GINGER „
TIFFIN „	BRANDY WAFERS.
SCOTCH SHORTBREAD.	GERMAN WAFERS.
Plain Biscuits.	
SODA BISCUITS.	BUTTER BISCUITS.
WATER „	ABERNETHY „
WINE „	RICH CHEESE „

Also,

Oatmeal Cakes; Breakfast Buns, plain and with fruits; Soda Scones; Milk Scones; Wheaten Bread; Cottage Bread; Twisted Bread; French Bread; Brown Bread; Soda Bread; Scotch Buns, &c., &c.

WEDDING and CHRISTENING CAKES made and decorated.

3m 1984 Hongkong, 2nd November, 1874.

FOR SALE.

A CARGO of Best MANILA HARDWOOD, including LOGS, 96 feet long and 26 inches square, to arrive per French Barque "*Amiral Devoux*," shortly expected from the Philippine Islands.

* For Particulars and Terms, apply to
CARLOWITZ & Co.
tf 1850 Hongkong, 9th November, 1874.

Intimations.

KRUSE & Co.

NOW beg to offer for Sale their NEW STOCK of GOODS from PARIS, LONDON, AND VIENNA, COMPRISING:—

AN ASSORTMENT OF FINE PARISIAN JEWELLERY.
LADIES' WRITING DESKS.
LADIES' WORK TABLES.
LADIES' and GENTLEMEN'S TRAVELLING BAGS and CASES.
PHOTOGRAPH ALBUMS for CABINETS and CARTES DE VISITES.
OPERA GLASSES.
LIQUEUR STANDS.
SCENTED HANDKERCHIEF and GLOVE BOXES.
DINNER SERVICES.
DESSERT SERVICES.
COFFEE MACHINES.
COSTUME CRACKERS,
&c., &c., &c.
JARDINIERES.
ROCOCO FANS.
IVORY PAINTED FANS.
TORTOISESHELL FANS.
HANDSOMELY CARVED MEERSCHAUM PIPES and CIGARHOLDERS.
And
A VARIETY of FANCY ARTICLES suitable for CHRISTMAS PRESENTS.
Also,
A CHOICE COLLECTION of GENUINE HAVANNA CIGARS and CIGARETTES at Moderate Prices.
COTTAGE PIANOS, by LUNAU, LUBECK, expressly made for the Climate.

22d 2056 Hongkong, 9th December, 1874.

ROSE & Co.

BEG to call attention to their NEW STOCK of GOODS for the present Season, which they have just received:—

Ladies' Black Silk Velvet JACKETS.
„ Cloth and Serge Do.
FUR TRIMMINGS of every description.
Ladies' Silk, Serge, and Rep COSTUMES.
Girls' COSTUMES.
Boys' SAILOR SUITS.
EDINBRO' SETS for Children, consisting of JACKET, MUFF, and COLLARET.
WOOLLEN SHAWLS, and SHETLAND WRAPS in great Variety.
Eiderdown QUILTS and SKIRTS, PETTICOATS.
Opera HOODS and CLOAKS.
French MILLINERY,
Latest Novelties in HATS and BONNETS, Velvet, Felt, Straw, and Chip.
French FLOWERS, PLUMES, and Fancy FEATHERS.
Choice designs in JET TRIMMINGS.
LINEN and FANCY SETS, Assorted, including
"The New Beaded BERTHA and SACHEL."
"The Patent DRESS IMPROVER."
SILKS, VELVETEENS.
New Diagonal SERGES.
REPS, SATIN CLOTHS.
French MERINOS, in all Colours.
Ladies' and Gentlemen's Paris Kid GLOVES,
Gentlemen's French BOOTS.
HOSIERY.
Gentlemen's SHIRTS, Oxford and White.
Cashmere and Lambswool UNDERSHIRTS.
Gentlemen's Dressing JACKETS and GOWNS.
SCARVES.
TIES.
Cash's Celebrated Friction TOWELS.
PERFUMERY in variety.
Berlin WOOL WORK of every description.
CRICKET SETS, complete,
&c., &c., &c.

2020 Hongkong, 5th December, 1874.

TRANSLATION.

DOCUMENTS Translated from ENGLISH into CHINESE and GERMAN.
Or from GERMAN, CHINESE, FRENCH, SPANISH, ITALIAN or PORTUGUESE, into ENGLISH, by competent hands.
Special attention paid to PROTESTS, EXTENDED PROTESTS, and other Documents containing NAUTICAL, ENGINEERING, or other TECHNICAL Terms.
Terms for European languages.—
Fair copy, per legal folio... ... ... $1.00
Extra copies, „ 0.25
Special agreements made for Chinese Translations or lengthy documents in other languages.
Address "TRANSLATION," care of *Daily Press* Office.

6m 2115 Hongkong, 15th December, 1874.

WANTED, by a Respectable Married Woman, with excellent testimonials, EMPLOYMENT as NURSE to Children or to attend on a Lady going to Europe. Address "W. R.," *Daily Press* Office.

2075 Hongkong, 11th December, 1874.

WANTED, by the Advertiser, just arrived from England, a SITUATION as CLERK in a Merchant's Office, or any position of Trust. Good References can be given in Hongkong. Address "T. A. D.," *Daily Press* Office.

7d 2136 Hongkong, 21st December, 1874.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on
TUESDAY,
the 29th day of December, 1874, at Noon, at the Residence of PAUL DACKMAN, Esq., Shelley Street, next to Lusitano Club,—
The whole of his HOUSEHOLD FURNITURE, &c., comprising—Drawing Room, Dining Room, and Bedrooms SUITES, Rep-covered COUCH, CHAIRS and Easy CHAIRS, MIRRORS, PICTURES, CLOCKS, GASALIERS, LAMPS, TABLES, SIDEBOARD, WHATNOTS, CROCKERY WARE, GLASS WARE, and PLATED WARE, BEDSTEADS, WARDROBES, CHEST of DRAWERS, Toilet TABLE, WASHSTAND, &c.
And
A GRAND PIANO, by CHICKERING, New York.
Catalogues will be issued.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG, *Auctioneer.*

2162 Hongkong, 24th December, 1874.

NOTICE.

THE Undersigned has received instructions to Sell by Public Auction, under a Decree of the Supreme Court of Hongkong, on
TUESDAY,
the 29th day of December, 1874, at Noon, on the Premises, if not previously disposed of by Private Contract,—
All that VALUABLE LEASEHOLD PROPERTY, abutting on the North side thereof on the Queen's Road, on the South side thereof on Circular Pathway, on the East side thereof on Ground in the possession of the Government, on the West side thereof on a public road, which said PIECE of GROUND is known as INLAND LOT No. 9A. Together with all the SHOPS, DWELLINGS, HOUSES, BUILDINGS and ERECTIONS thereon.
A Plan of the Property may be seen, and Further Particulars may be obtained, on application to the Undersigned.
TERMS OF SALE.—One-half of the purchase money to be paid on the fall of the hammer, and balance on completion of the Assignment and Transfer of the Property; all expenses thereof shall be paid by the Purchaser. Property to be at the risk of the Purchaser on fall of the hammer.
J. M. ARMSTRONG, *Auctioneer, Queen's Road.*

2126 Hongkong, 19th December, 1874.

FURNITURE SALE.

LANE, CRAWFORD & Co. have received instructions to Sell by Public Auction, on
TUESDAY,
the 29th December, 1874, at 2 o'clock P.M., at the Residence of W. P. FLOYD, Esq., 7, Wyndham Street,—
The whole of his HOUSEHOLD FURNITURE, comprising:—CHAIRS, COUCHES, MIRRORS, TABLES, WARDROBES, WASHSTANDS, BEDSTEADS, GLASS and CROCKERY WARE, ALBUMS with PHOTOGRAPHIC VIEWS, CAMERAS, PHOTOGRAPHIC APPARATUS and Sundry CHEMICALS,
&c., &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

2147 Hongkong, 22nd December, 1874.

POSTPONED TILL WEDNESDAY, THE 30TH DECEMBER.

FURNITURE SALE.

ENGLISH AND CHINA-MADE HOUSEHOLD FURNITURE.

LANE, CRAWFORD & Co. have received instructions to Sell by Public Auction, on
WEDNESDAY,
the 30th December, 1874, at Noon, (*instead of 24th instant, as previously advertised,*) at
"BELMONT,"
the Residence of J. INGLIS, Esq.,—
The whole of his HOUSEHOLD FURNITURE, comprising Walnut covered CHAIRS, COUCHES, Carved Blackwood Marble-top TABLES, Walnut Card TABLES, CLOCKS, CARPETS, CURTAINS, Very Handsome Gilt Framed MIRRORS,
PIANOS, ELECTRO-PLATED WARE, GLASS and CROCKERY WARE, Dining TABLE, SIDEBOARD, WHATNOTS, BOOKS and BOOKCASES,
Brass and Iron BEDSTEADS, WARDROBES, CHESTS of DRAWERS, Dressing TABLES, Toilet MIRRORS, WASHSTANDS,
1 Sewing MACHINE,
1 Handsome Hall LAMP,
1 Mahogany Cottage PIANO, by Rickman.
1 Do. Do. by Collard & Collard.
A few dozen Choice WINES and SPIRITS.
Catalogues will be issued prior to, and the Furniture will be on view on the Morning of the Sale.
Tiffin will be provided at 2 o'clock P.M.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

2146 Hongkong, 23rd December, 1874.

IN THE GOODS OF ALEXANDER MACDONALD, DECEASED.

THE Undersigned has received instructions from the Executors of the late ALEXANDER MACDONALD, to Sell by PUBLIC AUCTION, on
FRIDAY,
the 15th day of January, 1875, at Noon, on the Premises,
All that PIECE or PARCEL of GROUND, situated at PRAYA WEST, and registered in the Land Office as Marine Lot No. 184, containing about 32,000 square feet, with the PATENT SLIP thereon, and all WORKING GEAR connected with the same, and all the BUILDINGS erected thereon, comprising Dwelling House, Machine and Blacksmith's Shops and Engine House.
The above will be offered in One Lot, which will include the GOODWILL of the Business now carried on at the West Point Patent Slip.
And,
At the same time and place, will be Sold the STEAM TUG *Blue Bell*, measuring 75 feet over all, 14 ft. 6 in. Beam, 7 ft. 6 in. Hold, in complete order, built of TEAK throughout and COPPER FASTENED.
Also,
The STOCK, comprising:—
Copper Bars and Plates, Yellow Metal Round, Square, Plate, Bar and Angle Iron. Boiler Tubes, Rivets, Nuts and Bolts. Blacksmith's tools, Forges, Bellows and Anvils, Taps and Dies. Copper and Iron Nails. Brass Screws, Chains of various sizes, Steel, &c., &c.
And,
A QUANTITY of TIMBER.
The Slip can receive vessels of 1,500 tons, and has docked a vessel of 1,400 tons capacity, *and is in complete working order.*
TERMS OF SALE FOR THE MARINE LOT, PATENT SLIP AND BUILDINGS.—One half of the purchase money to be paid on the fall of the hammer, and balance on completion of the Deed of Transfer, the expenses of which to be paid by the purchaser. On the other Lots, cash before delivery. All Lots with all faults and errors of description to be at purchaser's risk from the fall of the hammer.
Further Particulars can be obtained from Messrs. CALDWELL and BRERETON, Solicitors of the Representatives of the late ALEXANDER MACDONALD.
J. M. ARMSTRONG, *Auctioneer.*

2044 Hongkong, 5th December, 1874.

NOW ON SALE.

BOUND VOLUMES of the TRADE REPORT for the year 1873. Price $10.
Apply at the *Daily Press* Office,
Hongkong, 1874.

Intimations.

THOMPSON & HIND

Have just Opened a Choice Assortment of
LADIES' KID GLOVES, with 6 Buttons.
SCARBRO' and HOME SPUN MADE-UP COSTUMES.
CLOTH JACKETS, HYMALAYA SHAWLS.
AUSTRIAN CHAIR RUGS.
LADIES' FRENCH TRIMMED FELT HATS.
Plain and Beaded.
CHOICE FEATHERS, FLOWERS, RIBBONS and FICHUS, in great variety.
BERLIN SLIPPERS and CUSHION PATTERNS.
GENTLEMEN'S BLACK, DRAB, AND FAWN FELT HATS, in the latest and most approved shapes:
THE DOVER, STAMFORD, ARGYLE, STRASBURG, HYDE, and BEAUFORT.
All the new Shapes in
TIES, SCARFS, CRAVATS, COLLARS, and SHIRTS.
WARM UNDERCLOTHING and DRESSING GOWNS.
GENTLEMEN'S CALF and STOUT WALKING BOOTS.

2101 Hongkong, 15th December, 1874.

WAR DEPARTMENT CONTRACTS.

NOTICE TO CONTRACTORS.

WITH Reference to my Advertisement dated 7th instant.—FRESH TENDERS (in duplicate) are required for the Works to be executed in IMPROVING the DRAINAGE of Murray Barracks, and will be received in this Office up to Noon of TO-DAY, the 26th instant.—

Parties desiring to tender for the Execution of these Works must leave their Names and Addresses, with those of two Eligible Securities, at the Office of the Commanding Royal Engineer, Commissariat Buildings, Queen's Road East, (where Plans may be seen, and all further information obtained), on or before Noon, of the 24th instant, and pay the sum of $3 for each copy of the Specification and Bills of Quantities, which have been prepared by the [illegible] Surveyor.

The Parties who have already tendered are permitted to send in Amended Tenders if desirous of so doing.

The Assistant Controller (for the Secretary of State for War) does not bind himself to accept the lowest or any Tender.

C. M. MOLONY, *Assistant Controller.*
Control Office,
Hongkong, 21st December, 1874. [6d 2139

NOTICE TO MARINERS.

THE Government of Japan publishes on the 12th Month (December) of each year, for the use of Mariners, a

DESCRIPTIVE LIST OF ALL THE LIGHTHOUSES, LIGHT SHIPS, BUOYS, AND BEACONS,

Established by them—giving the characteristic appearance and correct bearings of each.

Mariners are requested not to purchase any List except that for the [illegible] have been made, and no reliance can be placed on any List which has been published for a preceding year.

Copies of the List for the 8th year of Meiji can now be obtained from Messrs. LANE, CRAWFORD & Co., at Yokohama, Shanghai, and Hongkong; from Messrs. KIRBY & Co., at Kobe; from Messrs. ADAMS & Co., at Nagasaki; and also at the Lighthouse Office, Benten, Yokohama.

PRICE, 25 CENTS.

SATOW YOZO, TODAI NO KAMI.
R. HENRY BRUNTON, *Engineer,*
Lighthouse Department, Benten, Yokohama, 12th Month, 7th year of Meiji, (December, 1874.)

1m 2151

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

In the Goods of JOSÉ MANUEL .... *Deceased.*
G. S. GIBSON, *late of the "Poyang,"*
ERNST WUSTERHAUSEN,
TANG YIK,
JOSEPH AZEEN,

NOTICE is hereby given that in accordance with the provisions of Ordinance No. 9 of 1870, section 3, an order has been made by the Honourable Sir JOHN SMALE, KNIGHT, Chief Justice of the said Court, limiting the time for Creditors and others to send in their Claims against the above Estates to *Thursday, the 30th day of September,* 1875, on or before which date such Claims must be proved, otherwise they will not be included in the scheme of Division.

All persons indebted to the said Estates are requested to make immediate payment to
W. H. ALEXANDER, *Official Administrator.*

7d 2142 Hongkong, 21st December, 1874.

NATIONAL CLOCK COMPANY,
OF CONNECTICUT, U.S.A.
MURRAY DAWS,
SOLE AGENT, 31 *and* 33, SUTTER STREET,
SAN FRANCISCO, CALIFORNIA,

IS prepared to fill Orders for all CLOCKS Manufactured by
ANSONIA CLOCK CO. GILBERT CLOCK CO.
WATERBURY CLOCK CO. E. INGRAHAM & CO.
Send for Illustrated Catalogue and Price Lists. [3m 2042

CHEROOTS, CIGARS.

Campbell's Plantation Brand CIGARS.
Campbell's Dindigul Brand CHEROOTS.
Campbell's Trichinopoly Brand CHEROOTS.
TERMS—Cash.
Apply to
MESSRS. CAMPBELL & Co.,
Plantation Works, Dindigul, Madras Presidency.

730

THE HONGKONG WHARF AND GODOWNS,
(FORMERLY THE HONGKONG PIER AND GODOWN COMPANY, LIMITED.)

THE above are now OPEN and READY for BUSINESS. Advances made on Cargo, Goods covered by *Fire Insurance* under Open Policies, when required.
For Particulars, apply to
LANDSTEIN & Co.

1510 Hongkong, 23rd September, 1874.

A. S. WATSON & CO.,
CHEMISTS AND DRUGGISTS
TO
H.R.H. THE DUKE OF EDINBURGH
AND
H.E. THE GOVERNOR,

BEG to announce that they have just received a Choice Assortment of PERFUMERY and TOILET REQUISITES.

tf 876 Hongkong, 18th June, 1873.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY.)
SOLE AGENT FOR CHINA AND JAPAN,
F. PEIL,
tf 1671 *Hongkong, Shanghai, Cologne (Germany.)*

Intimations.

UNION INSURANCE SOCIETY OF CANTON.

NOTICE TO SHAREHOLDERS.

AN EXTRAORDINARY MEETING of Shareholders was held at the Head Office of the Society, Hongkong, on Friday, the Eleventh day of December instant, at Three o'clock P.M., for the purpose of authorizing certain alterations in the Articles of Association with regard to the Reserve Fund.

A subsequent MEETING will be held on MONDAY, the Twenty-eighth idem, at Three o'clock P.M., for the purpose of confirming such Resolutions as were passed at the Meeting convened for the first named date.

By Order of the Board,
N. J. EDE, *Secretary.*

45d 1887 Hongkong, 11th December, 1874.

NOTICE.

THE Half-yearly MEETING of the Shareholders of the HONGKONG HOTEL COMPANY, LIMITED, will be held at the Hongkong Hotel, on FRIDAY, the 29th January, 1875, at 3.30 P.M.

The Transfer Books of the Company will be CLOSED from the 19th to the 29th January, 1875, inclusive.
By Order,
ED. BAKER, *Secretary.*

42d 2129 Hongkong, 18th December, 1874.

CHRISTMAS DELICACIES, PRESENTS, &c., &c.

LANE, CRAWFORD & Co. have received their usual very CHOICE SELECTION of CHRISTMAS GOODS.

COMPRISING:—

DELICACIES for the TABLE.
A Fine Assortment of FANCY GOODS, suitable for PRESENTS.
HANDSOME BOXES, filled with the Choicest BONBONS.
BONBONNIERES, in great Assortment.
CHOCOLATE BONBONS.
MECHANICAL and other TOYS, in great variety, for CHILDREN.
DOLLS, Elegantly Dressed.
CHRISTMAS CAKES.
PLUM PUDDINGS.
MINCEMEAT.
STILTON CHEESE.
CRACKERS for DINNER TABLES:
ROSE WATER.
COMICAL CONVERSATIONAL.
SURPRISE.
DRUIDS' ORACLE.
[illegible]
LADIES' PARLIAMENT.
CUPID'S CHRISTMAS GAMBOLS.
GALATEA.
QUEERER THAN EVER,
&c., &c., &c.
FANCY CHOCOLATE, in profuse variety.
FRUIT COMFITS.
ELVA PLUMS.
CRYSTALLIZED DESSERT FRUITS.
WORK BOXES.
LADIES' COMPANIONS.
WRITING CASES.
PHOTOGRAPHIC ALBUMS.
HAVANA CIGARS.
MEERSCHAUM PIPES, Carved and Plain.
MEERSCHAUM CIGAR HOLDERS, Carved and Plain.
LIQUEURS.
DRY SHERRIES.
FINE OLD PORT.
AFTER-DINNER CLARETS.
MELLOW SCOTCH WHISKY.
IRISH WHISKY LL.
BRANDIES of various Brands.
CHAMPAGNE, Krug and others.
DIARIES and CALENDARS for 1875.
&c., &c., &c.
LANE, CRAWFORD & Co.

2033 Hongkong, 7th December, 1874.

HONGKONG AND CHINA GAS COMPANY, LIMITED.

THE Transfer Books of this Company will be CLOSED from the 23th instant until the 9th proximo, both days inclusive.
A. NEWTON, *Manager.*

25d 2110 Hongkong, 15th December, 1874.

HONGKONG ICE COMPANY.

HAVE always on hand a STOCK of CLEAR SOLID BLOCK ICE made from PURE FILTERED WATER, without the use of Ether, Ammonia, or any kind of Chemicals whatever;

PRICE TWO CENTS PER POUND.

SPECIAL AGREEMENTS made with Steamship Owners or Agents.

DEPOT, No. 17, QUEEN'S ROAD, HONGKONG HOTEL BUILDINGS.
WORKS at EAST POINT.
KYLE & BAIN, *Proprietors.*

1992 Hongkong, 2nd December, 1874.

STORAGE.

COALS received on Storage in First-class Godowns (lately known as those of Messrs. R. S. WALKER & Co.) of about 5,000 tons Capacity, situated on the Praya, West Wanchi.
T. G. LINSTEAD.

1909 Hongkong, 18th November, 1874.

G. O. ROGERS, D.D.S.,
DENTIST,
No. 7, ARBUTHNOT ROAD,
(has returned to Hongkong, and is ready to receive Patients.)

tf 247 Hongkong, 1st December, 1874.

A. MILLAR & CO.,
PLUMBERS,
COPPERSMITHS AND BRASS-FOUNDERS,
GAS-FITTERS AND BELL-HANGERS,
QUEEN'S ROAD EAST, AND NULLAH LANE.

1899 Hongkong, 23rd September, 1874.

Intimations.

FOR AMOY, NINGPO, AND SHANGHAI.

THE Steamship
"AMOY,"
Drewes, Master, will be despatched for the above Port TO-DAY, the 26th inst., at 4 P.M.
For Freight or Passage, apply to
SIEMSSEN & Co.

4d 2164 Hongkong, 24th December, 1874.

FOR MANILA.

THE Spanish Steamship
"FORMOSA,"
Captain Morales, will have immediate despatch for the above Port.
For Freight or Passage, apply to
VOGEL, HAGEDORN & Co.

tf 2163 Hongkong, 24th December, 1874.

FOR MANILA.

THE British Steamer
"GLENLYON,"
shortly expected, will have immediate despatch for Manila.
For Freight or Passage, apply to
TURNER & Co., *Agents.*

tf 2165 Hongkong, 24th December, 1874.

NOTICE.

ANY Claims against the British Bark *Lord Macaulay* must be sent in to the Undersigned before noon TO-DAY, the 26th inst., or they will not be recognised.
VOGEL, HAGEDORN & Co.

4d 2154 Hongkong, 23rd December, 1874.

CHRISTMAS AND NEW YEAR HOLIDAYS.

THE Undermentioned Banks will CLOSE for the transaction of Public Business on FRIDAY and SATURDAY, the 25th and 26th instant, and on FRIDAY and SATURDAY, the 1st and 2nd proximo.

Hongkong, 23rd December, 1874.

For the ORIENTAL BANK CORPORATION,
C. M. KERR, *Acting Manager, Hongkong.*
For the CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA,
H. H. NELSON, *Acting Manager, Hongkong.*
For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,
[illegible] BOYD, *Manager, Hongkong.*
For the COMPTOIR D'ESCOMPTE DE PARIS,
CHR. DE GUIGNE, *Manager.*
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
JAMES GREIG, *Chief Manager.*
For the NATIONAL BANK OF INDIA, LIMITED,
R. H. SANDEMAN, *Acting Manager.*

9d 2153

CHRISTMAS BEEF.

THE Undersigned is prepared to supply FAMILIES AND MESSES WITH PRIME CHRISTMAS BEEF, CORNED BEEF, OX TONGUES, TURKEYS, OYSTERS,
&c., &c., &c., &c., &c.
R. HUTCHINS, *Amoy.*
All Orders sent to J. R. WHITE, "Stag Hotel," will be punctually attended to.

1m 2111 Hongkong, 16th December, 1874.

HONGKONG BAKERY,
Established at No. 40, Central Market, in 1863.
CHRISTMAS DAY.

RUSTOMJEE BUTTUNJEE begs to inform the Public and Community of Hongkong and out Stations that he is ready to make CHRISTMAS CAKES and all other sorts of CAKES, BREAD, BISCUITS, and other CONFECTIONERY at the following prices:—

	$ c.		$ c.
Plum Wedding Cakes pr. lb.	0.90	Currant Cakes pr. doz.	1.00
Plum Cakes pr. lb.	0.70	Spun Cakes pr. doz.	0.50
Seed Cakes	0.45		
Almond Cakes	0.70	Bun Cakes pr. doz.	1.00
Macroom Cakes pr. doz.	1.00	Mince Pies	2.00

* All other sorts of CONFECTIONERY and PASTRY at moderate price.

1m 1980 Hongkong, 1st December, 1874.

Notices to Consignees.

NOTICE.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

ALL Cargo, ex "*Golconda*," has been landed into the Company's Godown, opposite the new Wharf, and Consignees are informed that Goods remain at their risk.
A. McIVER, *Superintendent.*

2161 Hongkong, 23rd December, 1874.

AMERICAN SHIP *GAME COCK* FROM NEW YORK AND SINGAPORE.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned, for Countersignature, and to take immediate delivery of their Goods.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
VOGEL, HAGEDORN & Co.

2150 Hongkong, 22nd December, 1874.

S. S. *ANADYR.*
COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo per S. S. *INDUS*, from London, in connection with the above Steamer, are hereby informed, that their Goods are being landed and stored at their risks at the Company's Godowns, whence delivery may be obtained from MONDAY, 21st inst., at 10 A.M.
OPTIONAL CARGO will be forwarded on, unless intimation is received from the Consignees before noon TO-DAY, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned.
Goods remaining unclaimed after TUESDAY, the 22nd inst., at 4 P.M., will be subject to rent and landing charges.
No Fire Insurance has been effected.
C. BERTRAND, *Principal Agent.*

2130 Hongkong, 19th December, 1874.

BRITISH BARK *LORD MACAULAY*, FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned, for Countersignature, and to take immediate delivery of their Goods.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
VOGEL, HAGEDORN & Co.

1968 Hongkong, 28th November, 1874.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery; this Cargo has been landed and stored at their risk and expense.
No fire insurance has been effected.
C. BERTRAND, *Principal Agent.*
Ex "Donnai," 2nd July, 1874.
FD. 1/35. 35 cases Beer.
Hongkong, 24th December, 1874.

Notices of Firms.

NOTICE.

I HAVE this day Established myself at this Port as a WINE and SPIRIT MERCHANT and GENERAL COMMISSION AGENT.

OFFICE:—*No. 50, Queen's Road Central.*

ED. CHASTEL.

3m 1812 Hongkong, 1st November, 1874.

THE Undersigned has been appointed AGENT at this Port for Messrs. HENRY S. KING & Co., of London.

OFFICE—*No. 6, Stanley Street.*

W. H. NOTLEY.

tf 1765 Hongkong, 24th October, 1874.

NOTICE.

MR. ALFRED THOMAS MANGER has this day been admitted a Partner in our Firm.

DOUGLAS LAPRAIK & Co.

1829 Hongkong, 2nd November, 1874.

NOTICE.

I HAVE this day Established myself at this Port as MERCHANT and GENERAL COMMISSION AGENT, under the Firm of WIELER & Co.

OSCAR WIELER.

tf 2187 Hongkong, 19th December, 1874.

NOTICE.

THE Interest and Responsibility of Mr. THOMAS PICKERING DROWN, in our Firm, ceased on the 10th November, 1873.

E. VINCENT & Co.

Swatow, China, 10th October, 1874.

MR. COLIN CAMPBELL WILLIAMS is this day admitted a Partner in our Firm.

E. VINCENT & Co.

Swatow, China, 10th October, 1874. tf 1569

NOTICE.

I HAVE Established myself at this Port as Merchant and Commission Agent.

A. MACG. HEATON.

tf 191 Hongkong, 31st March, 1874.

"THE CHRONICLE & DIRECTORY" FOR 1875.

THIS Work, now in the THIRTEENTH year of its existence, will be published as early as practicable after the close of the current year.

It will be compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains will be spared to make the work complete in all respects.

The Directory will be published in two Forms,—Complete at $5; or with the Lists of Residents, Port Directories, Maps, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, or to the following Agents:—

Macao........Messrs. J. P. da Silva & Co.
Swatow........ " Quelch and Campbell.
Amoy........ " Wilson, Nicholls & Co.
Formosa........ " Wilson, Nicholls & Co.
Foochow........ " Hedge & Co.
Ningpo........ " Kelly & Co., Shanghai.
Shanghai........ " Hall & Holtz.
" .... " Kelly & Co.
Hankow and River Ports } " Hall & Holtz and Kelly & Co., Shanghai.
Chefoo and Newchwang } " Hall & Holtz and Kelly & Co., Shanghai.
Tientsin and Peking } " Hall & Holtz and Kelly & Co., Shanghai.
Nagasaki........The C. & J. Trading Co.
Hiogo, Osaka........The C. & J. Trading Co.
Yokohama........Messrs. Lane, Crawford & Co.
" ....Mr. C. D. Moss, *Japan Gazette* Office.
Manila........Messrs. J. de Loyzaga & Co.
Singapore........*Straits Times* Office.
London........Mr. F. Algar, Clement's Lane.
" ....Geo. Street, 30, Cornhill.
" ....Messrs. Bates, Hendy & Co.
San Francisco....Mr. L. P. Fisher, 21, Merchant's Exchange.
New York........Messrs. S. M. Pettingill & Co., 37, Park Row.

DEATH.

At Canton, on the 23rd instant, St. John Hutchinson, son of Dr. Hutchinson, of Scarboro', England, in his 26th year.

The Daily Press.

HONGKONG, DECEMBER 26TH, 1874.

Some interesting correspondence appeared a short time ago in one of the northern Chinese papers, in which what purported to be the views of the natives generally with respect to the British jury system was set forth in a somewhat striking light. The writer, alluding to a case which at the time attracted some attention, in which a British subject, who had been charged with manslaughter, was acquitted, did not hesitate to express his opinion that a Chinaman could not expect to receive justice at the hands of a jury composed entirely of foreigners. The opinion was certainly not very flattering to English justice, but at the same time it was that to which a Chinaman, judging by his own lights, would naturally come; and it is perhaps as interesting in respect to the degree to which it shows the Chinese are deficient in a sense of justice as it is illustrative of a low estimate of foreigners generally. From a Chinese point of view a thoroughly just jury seems almost an impossibility. The whole system in force in China, and most strongly impressed upon the native mind, is one of caste and of class, and any idea of dispensing justice irrespective of persons is new to the Celestial mind. It is curious, however, that the Chinese are not deficient in a general appreciation of abstract justice, and, notwithstanding their peculiar education and prejudices, they are able to place a just estimate upon the broad principles underlying the laws of all nations, and display a conception of natural justice, considered theoretically, which contrasts strongly with their departures from this standard in practice. The difficulty with which a Chinaman has to contend in endeavouring to understand our jury system is that of conceiving the possibility of any set of men having so great a respect for abstract justice as to be capable of meting it out without considerations of class or of nationality. In itself the jury system is not altogether foreign to a Chinaman's ideas. A large number of disputes among the natives are settled among themselves by the Committees of Guilds and by other bodies allowed to act as arbitrators without any reference to regular officials, and guided only by the customs recognised by common consent as applicable to the particular case under consideration. On the whole the Chinese have come to the belief that justice will best be attained that way, and they are careful as much as possible to avoid reference to the Mandarins—a course which commonly results in both sides being very heavily squeezed. That a non-official and non-legal body should be called upon to decide cases is not, therefore, a thing which would strike a Chinaman as incongruous, but judging from his own lights, he would not expect such a body to be free from class feelings, which would influence them in coming to their decisions. It is to be feared, therefore, that upon the whole the natives have not by any means that amount of confidence in our legal administration which could be wished; but although the writer in the China paper specially inveighed against juries, it is to be remembered that at least some portion of this distrust would attach in a Chinaman's mind to a foreign judge, as well as to a foreign jury, and, upon the whole the shrewd Celestial is not unlikely to be alive to the advantages of having a case submitted rather to the judgment of a certain number of independent jurors than to that of a single judge. It was the key-note of the writer upon the manslaughter case to uphold the view of the judge, as it happened to be that which he desired to advocate; but it is probable had judge and jury been at one, he would have been quite as severe upon the former. Our great difficulty in dealing with the Chinese in all matters of this kind is that they are so little acquainted with foreigners and foreign customs that they take their own familiar ideas as the stand point from which to judge, and in consequence are likely to attribute to Europeans all the faults common among themselves; and among these, a failure to administer justice in an impartial manner is unfortunately conspicuous. Speaking generally, therefore, it is to be feared that we shall be, for many years to come, misunderstood, not only in regard to the administration of justice, but in regard to many other kindred matters. At the same time we have proof that the cause of this misapprehension is only an ignorance of foreigners and foreign ways, as those Chinamen who have had an opportunity of forming more correct notions regarding things foreign, generally look with favour upon our institutions, and give foreigners the credit of being actuated in the main by honest intentions. A somewhat gratifying illustration of this fact occurred a short time ago at Shanghai. An important dispute having arisen between a Chinese silk dealer and a foreign house, the parties determined to submit the point to arbitration, and the Chinaman chose a foreigner as his arbitrator. Other similar instances have occurred, showing that Chinese who have become well acquainted with foreign matters have thrown aside their old prejudices, and look upon Europeans on the whole in a favorable light. The fact is of importance, as it gives room for hope that time only is required to remove the old prejudices thought by some to be inherent in the Chinaman, but which in reality arise mainly from the same thing as misleads foreigners in judging of Chinese matters, namely, the attempt to understand matters by referring them to the standard familiar to ourselves, but which, on account of their peculiar character, may not be in any way applicable to them.

On Thursday evening, at about a quarter to nine o'clock, fire was discovered to have broken out in the house in Hollywood Road, occupied by Mr. T. Algar, part of which is used as the American Consulate. The fire bell was rung, and several firemen turned out, but the fire, which was confined to the warehouse on the ground floor under the Consul's room, was extinguished with a few buckets of water.

POLICE INTELLIGENCE.

24th December.

BEFORE C. MAY, ESQ.

SLEEPING OUT.

European constable No. 40 charged Chun [illegible] and a small boy with sleeping in Fung Tak lane last night.

Complainant said that the second defendant had in his possession a new pair of trowsers, large enough for a man.

The first defendant said he came in a night boat, but had no place to stay.

The second said a man named Aping gave him the trowsers and jacket; he was partly cared for by a congee boiler.

The first defendant was sent to gaol till he could be sent back again in the night boat, and the second defendant was sent to the congee boiler, who promised to take care of him as long as he behaved himself. Word was sent to the congee shop to inform him that if he misbehaved he was to send him back, that his Worship might see what a flogging would do for him.

DISHONEST APPRENTICE.

Lee Afoo, a barber, charged his apprentice boy, Wong Achun, with leaving his service on the 7th instant without giving due notice, taking with him three mace of cash he had in a drawer.

The defendant said on the day in question he was late in getting up, his master being up first. He was afraid of a beating and ran away, taking two mace of cash, not three.

The complainant said he wished to send him home to Swatow to his father, so soon as a steamer starts.

The case was remanded for a week.

STEALING TOOLS.

Chun Afum, a shop-coolie at Sheik-tong-tsui, charged a coolie named Man Awai with stealing a spanner used in an engine room, from his master's door, of the value of $8.

The defendant was identified as having been in gaol twice before for similar offences, and was now sent to 21 days' hard labour.

LARCENY.

Two men and a woman, the first named Chun Tak Yow, were charged on remand with stealing some clothing and 90 cents worth of cash. After the evidence, the first was sent to one month's hard labour, the third to 21 days', and the second discharged.

EXTENSIVE POSSESSIONS.

James Richards, a seaman on board the British ship *Weymouth*, was charged with the unlawful possession of one gold ring and one sovereign; also with having sold to the witnesses (Howard, Coleman, Brown, Gilbertson, J. Elliott, Phillips, Beck, and J. Carr) twenty-four gold rings, twenty gold lockets, three gold chains, one gold fan, one gold drum, and one gold whistle.

P.C. No. 97 said, from instructions received on board the Hulk from Superintendent Deane, he went on board the British ship *Weymouth* in plain clothes, followed by Inspector Stroud. He went into the cabin, and from what the Captain said, the defendant and another seaman named Coleman were called aft, and from what they said he called Inspector Stroud, who instructed him to go forward to prevent any jewellery being thrown overboard. He went into the forecastle and saw all the men, and they produced from their boxes quantities of jewellery. This was all taken aft to the cabin, where the defendant was. He heard the defendant say that he bought the jewellery from a friend of his at Sydney, named Wm. Fury, a jeweller on a small scale, who, having got into debt, sold off. The portion produced in court he had paid £20 for. He said he had torn up the receipt for the money. He (witness) produced two newspapers from Sydney, having advertisements offering £20 reward for the production and conviction of the persons who stole two boxes of jewellery from a jeweller's shop in Hunter Street, Newcastle. A paragraph was also in one of the papers, relating how the robbery was committed, on the 24th October.

In answer to the defendant, witness said he did not tell him that he had witnesses at Newcastle.

The defendant said he did. He had witnesses at Newcastle who could show that he did not come down from Sydney till the 27th October. He knew the Captain was going to report. He had a newspaper as well as the Captain, and if he was the robber he had ample time to throw the things overboard.

The case was then remanded for a week.

THE "SPARK" PIRACY CASE.

This case was again brought on to day, and the two defendants being placed in the dock, it was found that the witness bailed out was not in attendance.

Mr. Brereton appeared as before, on the part of the Chinese Government, for the prosecution.

The Captain of H.I.C.M. gunboat *Ching-on*, appeared with his navigating captain on the Bench to watch the case.

His Worship told the captain of the *Ching-on* that he had allowed him to bail the witness out on the first occasion out of courtesy to him as an officer, and when he was not forthcoming on Saturday, it was by his earnest request to still let him bail the man out that he continued this courtesy and extended bail. Again, on Monday he was not produced, and still extending that courtesy, he did not call on him to produce the amount of bail.

The Captain said he believed that the man had gone to Canton. On Saturday last, the man went on board the gunboat and soon after he went on shore and he had not seen him since. He would, however, produce the man; this he would promise.

His Worship said he would, on that promise, still extend the courtesy to him. He did not like the treatment the Captain had given the Court as a return for the courtesy shown to him. Had he not intended to extend the courtesy, he would have refused his wish to bail out the man, and procured householders in this colony. He would, however, make his report on this matter to the Governor.

Mr. Brereton said it was not with his sanction that the Captain bailed out the man. Mr. Brereton also said he had a young mandarin as a witness, who he believed to be a very respectable young gentleman. He had also an elderly man and his wife, who were servants to the mandarin, and his wife on board. They had been taken to the gaol, and the prisoners were mixed up with a great number of other men and they each picked out a man, but strange to say the woman picked out the second defendant, who had not been picked out before, and who was not charged with being one of the pirates on board, but with being one of those on one of the pirate junks who were to assist in the attack. Another strange thing was, the woman also identified a prisoner in gaol now under sentence of three months' imprisonment as one of the pirates on board the *Spark*. This [illegible], as the prisoner had been sentenced since the date of the piracy. He said, [illegible] that the woman had a fair opportunity of seeing all going on, as, although she was scared at first she was soon assured she would not be killed, and at the request of one of the pirates lent him her pipe to smoke.

Chun Yee Ting was then placed in the witness box, and said that he was for one year a mandarin. He was captain in a Customs cruising junk, but was now independent. Previous to his becoming a mandarin he was in business and gave up being a working partner in it. He has however ever since been a partner in the business, reaping interest from the firm. He was a passenger on board the *Spark* when the piracy took place. He took all on board to be passengers. He saw some play at cards and then fight over it, or pretend to fight. Suddenly the cry "Tah, Fan Kwai" was given, and a great number of people armed themselves. He saw four men rush up on deck, one had a chopper, one a sword, one a pistol and one an iron. Several below had short sticks and irons. He was searched by some of the pirates and his watch and chain taken away. He identified the first prisoner as one of the pirates. He saw him packing up the plunder.

At this stage the witness had [illegible] shocked, as he, like the pirates, termed the foreigners on board "Foreign Devils."

Witness, resuming evidence, said a junk came along side and took the pirates and plunder.

The other prisoner, Leung Afong, was then placed in the dock as third defendant.

Witness, continuing his evidence, said he then came out of the engine room, where he and others had been thrust and went on the upper deck. He there found that the Captain was dead, and the wheel ropes were out. The steamer was close in shore, and had to be backed off. He picked a piece of wood, and formed a jury tiller of it to steer by, placing it in the rudder. The vessel was taken to Macao, as he knew the road, when the Portuguese authorities came off. Whilst the pirates were on board, they eat and drank, and when they were doing so the first prisoner took off his handkerchief turban, and then he saw that he had a scar. He (witness) came to Hongkong yesterday, the 3rd instant, in the Canton day steamer.

The first prisoner said this witness had seen him in Court previous to this.

The prisoner was told not to interrupt the Court.

The witness, resuming evidence, said he had not seen the prisoner since the day of the piracy till this morning in gaol. He at once picked him out, but to be certain of him made him take off his hat. This was done and he saw the scar. He came to Hongkong yesterday to make purchases. He had not seen any person at Canton in reference to this case. On landing at this place he met the captains of the gunboats, the same who were now on the Bench, and they accompanied him to the Man Fong Low eating house. The Mandarins at Canton knew he had been a passenger on the steamer *Spark*; he had spoken to one of them. The two on the Bench told him that they had two men at Court on the charge of being two of the pirates, and asked him if he would go up with them to see if he could identify the prisoners.

The first prisoner, on being asked whether he had any questions to put to the witness, said he did not know him. The witness was a liar.

Chun Asaw said she was a servant in the "Too" family, and had been for twelve months. Her master (not the last witness) was in Court. She had been servant in her mistress's family for three years. On the 22nd August she accompanied her mistress and master in the *Spark*. They were going to Chin Shan, near Macao. This witness, after detailing how the pirates commenced operations, said she was quite sure the whole of the three prisoners were on board and took part in the piracy. The prisoners had each been in her mistress's cabin to search, and almost all the pirates were in the cabin, as, after one had been in, another came. She pointed out two of the prisoners in gaol, namely, the first and the third. She was sure she did not point out the second.

When asked why she pointed out now in Court all the prisoners, she corrected her evidence, and said she was not quite certain of the second.

Mr. Brereton said to his Worship that he did not care for this witness's evidence, being proceeded with.

The case was then remanded till Wednesday next, and the Captain of the *Ching On* was told he must have all the previous witnesses produced by that day.

THE LOSS OF THE P.M.S.S. "JAPAN."

An official enquiry into the loss of the above vessel was held at the American Consulate on Thursday morning. The Court was composed of H. S. Loring, Esq., Vice-Consul, president; Commander Lewis, U.S.N. *Yantic*; Lieut. Kilpatrick, U.S.N. *Yantic*, and Captain Clough (mercantile marine), American ship *Malay*.

Edward R. Warsaw said: I am a master mariner, and have been so for eighteen years. I have been in command of steamers for seven years, six of these in the Pacific Mail service. My last command was the steamer *Japan*. I was in command of that vessel when she was destroyed by fire. The fire broke out at 11.25 p.m. on the night of the 17th instant. The first I knew of it was a confusion among the passengers on the main deck, and about a minute afterwards there was a cry of "fire." Upon hearing this confusion, I sprang towards the pilot house door, which connects the pilot house with my room. The second mate, who was the officer of the deck, then called out "fire." I then rang the gong to stop the engine, and at the same time sounded the fire alarm. I ordered all ventilators to be turned from the wind, ported my helm, and ordered the topsail halliard to be let go, in order to bring the vessel to the wind, so as to keep the smoke from the deck. The smoke was issuing from amidships, which was the first indication I saw of fire. It was coming from the fire room ventilator. I then ran immediately to the stairs at the fore hatch to get down on the main deck. I then went to the ashshoot, which is situated forward of the smoke stalk, and over the fire. I saw large volumes of smoke issuing from the fire room. Immediately after the alarm of fire was given, three streams of water were brought to bear upon it, and also three streams on the engine room, from which dense volumes of smoke was also issuing. All available hose and connections were brought into use. We had altogether twenty-one streams bearing on the fire within ten minutes from the time of the alarm. At the same time, we cut holes through the steerage deck on the port side, abreast of the engine and fire room, and applied three streams and covered the holes with blankets. I then gave instructions to the officers with me to cut holes in the after steerage hatch, communicating with the freight deck. I saw large volumes of smoke but no fire. I applied two streams at those holes, and covered the holes with blankets. About that time the chief officer took off the fore hatch to see if he could make out the fire. He could not. The chief officer and myself then went on the after freight deck to see if we could discover any fire. We did not, but saw considerable smoke. I returned forward to the place where the fire was supposed to be in the fire room. The first blaze that I saw was issuing to the ventilators over the forward fire room. During this time all available hose and connections were laid to bring all the hydrants to bear fore and aft, making in all the 21 streams I have already mentioned. I now gave orders to my messenger to tell the Chief Officer to detail men to swing out and clear all boats ready for lowering. That messenger was Sutton, the quartermaster, and I never saw him afterwards. I then went below again to the steerage, cut a hole abreast of the foremast through the deck, and saw fire. At the same time I cut two holes in the fore hatch and applied streams to them. I applied a hose to the former, and then went aft on the port side, pulled the butt out of a hole which we had cut before, and saw fire. Apparently all the deck below, between the engine-room, fire-room and wing bunkers on the port side was on fire. I inserted the hose again into the hole, covered it up, went up on the hurricane deck and saw the third officer and a gang of men swinging the forward boats, the second officer and another gang of men swinging the after boats. During the whole of this time every effort was being made to extinguish the fire. I advised Dr. Tyndal then to make ready to leave the ship and placed the women in his charge, telling him that I thought we would be compelled to leave, and if so he would take them with him. I then went back to the scene of the fire, where my officers and men were doing their utmost to extinguish it. At this time a man ran past me, named Dennon, an oiler, crying out "every man for himself." I called him and asked him who gave him that order, and he said the Chief Engineer. I said if he repeated it again I would blow his brains out, and I ordered him to work with the rest. We fought the fire for about fifteen minutes after this. We found that all our efforts proved unavailing, and that it was rapidly gaining on us, and that the water was failing in supply in the fire engines, caused by the fire and smoke issuing from the fire room and engine room. It would have been impossible for any man to enter that part of the ship. I then started with a view of saving life. I went aft as far as the engine room door on the port side, where the flames cut me off. I then ran forward, passing through the smoke abreast of the ash-shoot, passing round on the starboard side which was the weather side, and aft through the store room and pantry, and thence to the hurricane deck by the saloon stairs. It would have been impossible to go forward then. I took a general survey of the weather side, saw all starboard boats were lowered away from the ship, and those people forward had apparently life preservers on them. I passed over on the port side, and saw two boats still hanging by the davits. At that time several Chinamen made an appearance, together with Mr. Crocker, a saloon passenger, and the ship's storekeeper, and I advised them to get into a boat. Not seeing any one there to assist me to lower a boat, I put Mr. Crocker forward to assist in lowering it. When the boat was down, I sent him down the fall into it. The boat went off, and I did not see him again till I picked him up next day. A few minutes afterwards I saw the second officer standing aft by the forward tackle of the only remaining boat on the ship abaft the wheel. I then assisted him to lower the boat. In it went all the Europeans and Chinese abaft the fire, which was extending across the ship at the engine room. I then gave orders to the second officer to wait for me, and I returned to the weather side of the quarter deck, took a general survey of the ship, saw that the metallic life raft forward was overboard, saw that the Captain's gig was gone, and the nonpareil raft, and that all the settees on the quarter deck had also disappeared. I opened the door of the engineer's room, called for him, but got no response. I then went aft, lifted the skylight, called out to see if any one was there, and not getting any reply, concluded to leave the ship. I went over the ship's side at a quarter to one o'clock a.m. on the 18th instant. We shoved the boat clear of the ship, came round under the stern, and used every endeavour to save life. We picked up a number of Chinese, all of whom had life preservers round them. Some of them were floating on chairs, and one was on a coffin. We remained to windward of the wreck until daylight, and then went in search of the other boats. We fell in with and engaged a fishing smack, in which I cruised about, and succeeded in picking up five boats, and saving 117 souls. At about 2 p.m. on the 18th, seeing no more life, I stood in for the land. At 6.30 p.m., about a mile from the land, I communicated with the steamer *Yotung*. The captain kindly took us on board to Swatow. I then took passage in the steamer *Yesso* for this port, and arrived here at 2 p.m. on the 20th. The fire originated I think in the forward bunker.

Captain Lewis—After making the trips from San Francisco to Hongkong, what is done with any surplus coal remaining in the bunkers?

A.—It was generally left there.

Q.—Is fresh coal heaped down upon it?

A.—Yes.

Q.—Is the surplus coal used up first?

A.—No, the fresh and surplus coal is usually used together.

Q.—Was any damp or wet coal taken on board before leaving San Francisco or at Yokohama, or were the bunkers leaking?

A.—No damp coal was taken at San Francisco. 140 tons, said to be Sydney, was taken on board at Yokohama, and about 480 tons Takao—a new coal. This latter coal was wet, as it rained heavily during the night we were taking it in. The bunkers were not leaking.

Q.—Was this new coal stowed in the bunker where you supposed the fire originated?

A.—Yes, the coal said to be Sydney was stowed there.

Q.—Were the boats on the steamer always kept provisioned and watered, and filled with oars and sails, compass, and so forth, complete?

A.—They were perfectly fitted and equipped, and examined every day. They were ready to be lowered at a moment's notice.

Q.—Was any provision made by stationing the officers and crew, in case of the emergency of having to leave the ship, to take charge of and lower the boats, and see to the disposal of the passengers?

A.—There was; the second officer and Quarter master Harris had charge of the eight after boats, with men to swing and lower them. The third officer and boatswain had charge of the four forward boats with men to handle them.

Q.—Were the officers instructed to superintend in telling off passengers and filling the boats after they had been lowered?

A.—They were not.

Q.—Were officers appointed to superintend getting the rafts in the water?

A.—The second officer had charge of the rafts aft, and the third officer the raft forward.

Q.—What was the full capacity of the boats and rafts, for the saving of human life.

A.—The full capacity of rafts and boats was 650, under ordinary circumstances.

Q.—How many life preservers were on board?

A.—1,500.

Q.—Do you take the temperature of the bunkers?

A.—No, the chief engineer does that.

Q.—Were you in the habit of examining the chief engineer's log daily to see that all regulations had been complied with, and that he had taken the temperature of the bunkers?

A.—No. I looked the log over to see the quantity of coal consumed.

Q.—What was the nature of the cargo stowed in the locality where the fire was supposed to have originated?

A.—Flour and fish.

Mr. Loring—Where is the position of the Chief Officer in the case of fire?

A.—He immediately proceeds to the scene of the fire with his men.

Q.—Were all the officers at their posts on this occasion?

A.—Yes, with the exception of those who were compelled to leave the fire and engine room by the smoke.

Q.—How about the crew?

A.—They were all at their posts, and worked remarkably well.

Q.—Was there any hesitation on the part of anybody?

A.—None whatever. All did what they could.

Q.—Was fire practice and drill gone through at regular intervals?

A.—It was. Every night at eight o'clock I stretched the hose along all the decks.

Q.—When was the last fire drill before the disaster?

A.—On the passage from San Francisco to Yokohama.

Q.—When did you inspect the ship last yourself that night?

A.—About half-past eight o'clock.

Q.—How many boats had you on board?

A.—Twelve metallic life boats, one wooden boat, and two rafts.

Q.—Were they all available for use?

A.—They were, every one of them.

Q.—Were they all made use of that night?

A.—They were, except one boat. It was impossible to get this one away in consequence of the fire and smoke.

Q.—Were the life preservers easily accessible to the Chinese passengers?

A.—They were.

Q.—Did the Chinamen take every precaution to save their lives?

A.—They did, and behaved remarkably well. There was no panic amongst them whatever. All who were picked up had life preservers round them.

Q.—Will you state how many streams were available in case of fire?

A.—24 streams from the engine, and a little hand pump in each end of the ship.

Q.—You have stated that there were 24 streams available, why were they not all brought to bear on the fire?

A.—From the fact that there was not sufficient hose to concentrate all these upon that part of the ship. The hose from the hydrant in the lower saloon, and the hydrant in the after main saloon, and the hydrant in the after steerage were connected with hose in other parts in order to bring as much water to bear on the fire as possible.

Frank Wm. Hart said: I was first officer on board the late steamship *Japan*. I first heard the alarm of fire on the night of the 17th inst., sometime after eleven o'clock. I was then in my room. At the alarm of fire I saw all the officers and crew at their respective stations. I opened the valves of the fire hose, directed the hose down to the engine and fire rooms, with about eight streams. I went down the after steerage and took off the hatches, and could see nothing but smoke coming from forward. I ordered the carpenter to open the steam valves which leads in the holds of the freight deck, and took off the fore hatches in the steerage. I found very little smoke there, and I put on the hatches again. I opened the steam valves which connected with hold and freight deck so as to smother the fire. At this time it was my opinion that the fire was in the coal or port bunkers or in that vicinity, as it smelt of coal. I then disconnected hose in the saloons aft, lower and upper and after steerage, in order to lengthen the hose and bring all the streams to the fire. There were fifty feet of hose attached to each hydrant with the exception of one. I cut holes in the deck in afterpart of the forward steerage and put two streams of water there. I cut a hole through the little hatch, and found some flour sacks on fire. Took off the fore hatch again and saw fire. Replaced the hatch, and cut a hole in the steerage on the port side, and placed two jets there. I ordered the third officer to swing out the fore and aft boats, and take two quartermasters with him. One was told to keep the Chinamen from crowding the boat. Went down below and found all the pumps working well. Went down the steerage on the port side, and saw the casing round the steam chest on fire. I found the fire was cutting us off from the after part of the ship, and I ordered men to leave the steerage. When I went on deck again there seemed to be no pressure of water in the hose, the pumps evidently having stopped working by becoming heated by the fire. I then escaped through the fire on the port side, and the only people I saw were one of the quartermasters and the second steward. I afterwards went on to the hurricane deck, and saw all the boats on the aft deck were lowered with the exception of one, which the Captain and second mate were in the act of lowering. The communication between fore and aft was at this time entirely shut off. I looked about and could not see any one on board, so I then got into the Captain's boat.

Captain Lewis—What is your opinion as to the origin of the fire?

A.—I think it was spontaneous combustion of the coal.

Q.—Was there any fresh coal taken in at Yokohama?

A.—Yes, I think there were 600 tons.

Q.—Was it wet or dry when taken on board?

A.—The coal must have been wet, as it rained very hard during the ten hours of coaling.

Q.—Was any of the coal taken on board at Yokohama stowed in the bunker where you supposed the fire originated?

A.—Yes.

Mr. Loring—Did the Captain's messenger (Sutton) come to you with an order to swing out the boats?

A.—No, I received no order through Sutton. I never saw him but once.

Q.—How often do you inspect the ship at sea as chief officer?

A.—Every night at eight o'clock I have a general inspection, and make my report in writing to the Captain. I am about the ship all day.

Q.—Did you inspect the ship that night at eight o'clock?

A.—I did.

Q.—What condition was the fire apparatus in then?

A.—Ready for immediate use, and everything in perfect working order.

Q.—How many streams were brought to bear on the fire.

A.—I believe twenty.

Q.—How long after the fire broke out was it when you left the ship?

A.—From an hour and three quarters to two hours.

Q.—Did you consider you took every precaution against fire on this night?

A.—I did.

Q.—Do you think there was a good watch kept throughout the ship that night?

A.—I do.

Captain Lewis.—Were the boats properly equipped?

A.—They were all complete and had been inspected by the Captain.

Q.—Where is your station in lowering the boats?

A.—I have no particular station, but superintend the lowering generally.

Mr. Loring—Were all the officers and men at their duty?

A.—They were.

Q.—Did they all obey orders?

A.—They did, without exception.

Q.—With regard to the regulations for fire, do you think they were all carried out?

A.—As far as the fire would permit; they were carried out to the letter.

Q.—Was there a good supply of life preservers on board?

A.—There was. They were convenient and were brought into use.

Q.—How was it, in your opinion, that more of the Chinese passengers were not saved?

A.—The sea was very rough, and many of them overburdened themselves with money, and others trusted themselves to pieces of wreck instead of taking life preservers.

At this stage, the Court was adjourned till nine o'clock on Saturday morning.

MR. GLADSTONE AND HIS PAMPHLET.

The *Standard* remarks:—"There is more to be said in extenuation of Mr. Gladstone's change of front and of temper than his present assailants wish to remember or to allow. It is true that those with whom he negociated the alliance of 1868 were notorious and extreme Ultramontanes, quite as vehement then in the assertion of the doctrine of Papal infallibility as they have since been in the enforcement of the dogma. Their plans and purposes were not then a secret; and if Papal infallibility be incompatible with national rights, and Ultramontane belief to civil loyalty, Dr. Manning was as bad a subject when Mr. Gladstone was concerting with him the overthrow of the Irish Church as he is now. It is true that after the proclamation of the dogma Mr. Gladstone uttered no remonstrance, made no effort to loosen the closeness of his alliance with the Roman Catholic hierarchy, or to resist the influence of their Parliamentary brigade—nay, that he went on with a scheme of educational policy the apparent object of which was, the inevitable effect of which would have been, to place the University of Ireland, endowed out of the spoils of Protestant institutions, at the mercy of the prelates whom he now denounces. It is true that he never denounced them till they had deserted him; and that a hasty or hostile judgment may not unnaturally or unreasonably ascribe the denunciation to resentment and revenge for the desertion. But the course of Mr. Gladstone admits of another explanation. For him, it is evident, the 'divided allegiance' on which he now dwells so emphatically had long been a mere meaningless bug-bear, a traditional phantom with living substance, conjured up by Protestant fancy from its grave in the darkness of the middle ages. He had never troubled himself to consider what it really meant."

When is a man thinnest?—When he is a-shaving.

THE LEGALITY OF STOCK EXCHANGE TRANSACTIONS.

Not unfrequently cases are tried and decided after careful arguments in Courts of Justice which every one would have before imagined to have admitted of no doubt. The transactions on which they are based are so common that all very important questions about them, it might have been thought, would have been decided before. A remarkable example of this has just been tried in Ireland. A broker on the English Stock Exchange—Mr. Cracroft—sued a Belfast broker for a sum of £32,000, being the sum to which he was entitled in accordance with the rules of the London Stock Exchange, and in consequence of transactions of the most ordinary kind, of which many thousands take place each day, and the defendant pleaded that those transactions were illegal, and that the argument could be founded on them. The ground of the contention was the 18th section of the 8th and 9th Vic., which says:—"And be it enacted, that all contracts, all agreements, whether by parole or in writing, by way of gaming or wagering, shall be null and void, and no suit shall be brought or maintained in any court of law or equity for recovering any sum of money or valuable thing alleged to have been due upon any wager, or which shall have been deposited in the hands of any person to abide the result on which any wager has been made." On investigation it appeared that the business was exactly of the usual kind. The broker at Belfast ordered, in a long course of dealing, the purchase of ordinary Stock Exchange securities—Turks, Egyptians, and so on—and the sale of an equal amount of the same securities, taking or paying the difference. Or ordered first the sale and then the repurchase of similar securities, in that case also taking or paying the difference. And it was argued that as no actual purchase or sale was intended on either side the transaction was a mere bet on the going up and down—therefore within the words of the statute. The first obvious answer was that at all events between the actual plaintiff and the actual defendant there was no gambling at all. The Belfast broker might have intended to instruct Mr. Cracroft to carry over these transactions, but until the time arrived Mr. Cracroft had no actual knowledge that he would do so, and that, what is still more material, in no case could Mr. Cracroft lose a bet or win a bet. He only charged the usual brokers' commission on similar transactions of purchase and sale, and to his remuneration it was perfectly immaterial whether the stock went up or went down. He could neither be a loser by ill fortune, nor a gainer by good fortune—his remuneration was fixed. In all ordinary cases of course no legal question would have arisen; the transaction, whether valid or invalid, would have been settled in due course. But in this particular case the Belfast broker had been acting for certain clerks of a large local bank, who had been robbing it and speculating with its funds. The fraud was discovered: the dishonest clerks could not pay the Belfast broker; in consequence, he could, or, at least, did not pay; on the contrary, contested his liability. When everything comes right, no one goes to the law; it is only when something material gets all wrong that people apply to it. The jury found, which indeed was certain, that there was no taint of gambling in Mr. Cracroft, and that he only acted as an agent in the matter, and the judge ruled that in consequence he was entitled to recover. And it is probable that the correctness of this ruling will be supported, though it is said that the defendant intends to question it.—*Economist.*

THE PRINCE AND PRINCESS OF WALES AT BIRMINGHAM.

Luncheon over, the royal party set out with their escort on a tour of inspection over one or two of the manufactories which form the distinctive sights of the town. They visited the electro-plate works of Messrs. Elkington, the pen-making works of Messrs. Gillott, and the coinage works of Heaton & Son. They were, at any rate, supposed to see over these great establishments, though to have formed a fair idea of any one of them would have taken more time than their Royal Highnesses were enabled to devote to the entire borough. To "do" Messrs. Elkington's establishment in even a couple of hours one must have a more wonderful rapidity of artistic vision than even the Hanging Committee of the Royal Academy, who are supposed to take in all the merits of a work in a space of time variously estimated at from three seconds to three seconds and a fifteenth. On entering the building the royal party were met by the principals of the firm, and were conducted by a hall and staircase which, considering the pretty well-known character of their permanent decorations, may fairly be called famous, to the showrooms filled with every kind of art work—from the moderate to the most costly—in electro-plate and silver. First to engage the attention of the illustrious visitors was the Helicon vase, an exquisite specimen of silver and steel *repoussé*, damascened in gold, which was one of the notable features in the Vienna Exhibition, and with which the Prince from his prolonged examination was evidently pleased to renew acquaintance. It is the *chef d'œuvre* of that eminent artist, M. Morel Ladeuil, who had the honour of being presented to His Royal Highness. Near this was the magnificent silver centrepiece, manufactured by the firm for presentation to Baron Albert Grant, by the Conservatives of Kidderminster. There was also shown, elegantly arranged on a central table, a superb dinner service of gold plate, just completed for the Nizam of the Deccan, which is of such exceptional splendour as must certainly dazzle the eyes even of an Eastern Potentate. From here the visitors passed into the art workrooms. In a studio—half sculptors, half designers amidst models of the typical forms of beauty in ancient and modern art, were found a large staff of gentlemen whose ideas may be said to set the whole establishment in motion, under the generalship of the artist-in-chief M. Willms. All the rest that was seen, though it was infinitely more complex, could only be considered an extension into details of this one really impressive scene. Beyond this the Royal visitors were shown a variety of processes of art manufacture hardly to be enumerated here. They might have learned—if it was possible to remember it, where so much was to be remembered—the difference between the Japanese enamelling lately introduced by the Messrs. Elkington and the French method. They were shown the manufacture of a teapot from the first stage of rough fashioning that it were flattery to call a shape, to the last of graceful lines and bold embossments in *repoussé* work or fanciful surface ornamentation with the graver. The familiar dish cover of private life was stamped out of a flat plate of metal in a few great blows, and the spoons and forks, on which we depend through life, were caught in the middle of their Electro-Silver bath. The intermediate stages led them to the electro-plating room, where the shapes are placed in solutions of silver or of pure gold to receive the coating of the precious metals; to the electro-typing house, where there is a force of electricity sufficient to strike ten thousand men dead at one shock, if so many could be induced to grasp hands and to place two of their number in communication with the instrument; and to the stamping-house, where a press, built on the same principle as the Nasmyth hammer, strikes dish covers out of dies, many of which must be larger than the largest projectiles known to modern artillery men. To attempt to describe one tithe of what was brought under the notice of the Prince and Princess is impossible; and it would be difficult to do full justice to the consideration which was shown by the firm, for the comfort of all their visitors. No labour seemed to have been spared. The works were decorated within as well as without; crimson carpet was laid throughout the yards and passages, and three temporary bridges had been constructed solely to facilitate communication between one part of the extensive establishment and the other. Throughout their promenade in this little world of manufacture, their Royal Highnesses appeared to take the deepest interest in the various departments. We have not space to go further into details, but we cannot close without mentioning that while in the electro-depositing department the Princess herself gilded a handsome and valuable vase, which, when it is finished, will be forwarded to her as a memento of H.R.H.'s visit to the Midland metropolis. On returning to the show room, a handsome basket of natural flowers, coated with silver and gold, was presented to the Princess by Miss Elkington, and in reply Her Royal Highness said she was very much pleased with her visit to the works, and the basket of flowers she would always look upon as a souvenir of her visit. The names written in the visitors' book were "Albert Edward," "Alexandra," "Aylesford," "Edith Aylesford," "Louisa Manchester," "Adelaide Westmoreland," "Prince Dolgorouki," and "Arthur Ellis."

SHANGHAI.

(*N. C. Daily News.*)

A case of some suspicion happened on the river on Thursday evening last, 17th inst. A marine named Edward Carpenter, belonging to H.M.S. *Ringdove*, visited an acquaintance on board H.M.S. *Modeste*, and got into a sampan in order to return on board his own vessel, about ten o'clock. He did not report himself on board, and as he was also missing from next morning's parade, enquiries were made about him, both on board the *Modeste* and on shore. As he was a quiet, steady man, it was felt that his absence was not the result of misconduct; and considerable anxiety arising as to what had become of him, the matter was reported to the British Consulate, and Mr. Medhurst communicated with the police. Fresh enquiries were made by the latter on Saturday and yesterday; and every place visited which men-of-war's men are known to frequent, but without avail. A sequel to this mysterious affair is, that neither the sampan man nor sampan have since been, although the boat was in attendance on the ships above named.

On Friday evening, 18th inst., two firemen, named Thos. Redmond and Alex. Kehoe, belonging to the steamer *Achilles*, after a few hours' leave on shore, went off to their ship in a sampan, taking with them a camphor wood chest, which had been purchased by Redmond. The third officer, Mr. Duggan, hearing a disturbance alongside, went to the gangway to ascertain the cause, and saw a man, who afterwards proved to be Redmond, in the water. Mr. Duggan ran down the gangway ladder, and succeeded in grasping, and, with the assistance of the quartermaster, hauling him on to the ladder. Redmond then said that he wanted to get his chest on board himself, and also to help his companion on board, and in order to do this he jumped rather suddenly into the sampan, the consequence of which was that all went overboard together. Kehoe never rose again, but Redmond managed to keep afloat by paddling. Mr. Anderson, chief officer, who had been attracted by the noise, got into a sampan, and endeavoured to rescue Redmond, but he sank within two yards of the proffered help. The sampan was allowed to drift with the tide near to the floating chest and a hat belonging to Redmond, but nothing was seen of either of the men afterwards. Redmond bore the character of a steady, quiet man, and had been in the ship in the capacity of engineer's storekeeper on a previous voyage. Kehoe was a young man, generally well liked by all on board, and had also been in the ship on a previous voyage.

CASE OF CREMATION.

During the recent meeting of the German *savants* at Breslau, Prof. Reclam delivered a lecture on cremation, and after its conclusion, in the presence of a large concourse, a human body was burned in an old gas retort. The body weighed 70lb. (German), and one hour and ten minutes were required for its complete combustion, this having been somewhat impeded by the repeated opening of the oven-door for the purpose of inspection. The remains of the entire body weighed three pounds, and the cost of the process was only a few pence for coke. No trace of disagreeable smell could be perceived.

THE POPE'S ANGER AT MR. GLADSTONE'S PAMPHLET.

The Pope recently admitted several English Roman Catholics to an audience. In addressing them, he said, "A former Minister of your country, whom I had believed rather moderate, and who, to say the truth, had never while in office manifested arrogance or violence towards the Catholic Church, intoxicated by the proceedings of another Minister in another State, has suddenly come forward, like a viper, assailing this bark of St. Peter. I have not read the book, and I have no great desire to read blasphemies, but from what I understand, the Minister whom they call Liberal, flatters the Catholics of that nation and leads them to believe that I wish those subjects to become disloyal to their sovereign and the laws of their country. Puzzled at beholding the vast progress made by that great nation in the path of the true faith, the fallen Minister hopes to arrest the luminous triumph of the Church, by interpreting after his own fashion the will of this poor Vicar of Christ. A great king (Charlemagne) said that even should the Church impose heavy burdens on the conscience of the population, the Catholics should bear them from their interest in the communion of the Church; but our dogmas, far from being burdens, are light. Those who will walk astray are not Catholics, they are worse than infidels and Protestants, because calling themselves Catholics, they daily rebel against God and the laws of the Church."

COLLISIONS.

(*Army and Navy Gazette.*)

Another collision!—and what is the only information that we have received up to this moment? According to the *Times*, that the *Candahar* put her helm down. The probability is, that, as both ships were outward-bound, to Australia, and as the prevailing wind has been from the westward, both ships were working down Channel, close-hauled, and that the *Candahar* was on the port tack. In collision cases, the public have not only to encounter ignorance, carelessness, and perhaps a want of a good look-out before the event—but a not very exact statement of facts after the event. As eleven lives have been lost, we trust there will be something more in this case than, according to Lord Hampton, that "mockery and delusion" a Board of Trade Inquiry. In the meantime we shall content ourselves with asking, if the *Candahar* put her helm down, how came she to strike the *Kingsbridge* with her stem? Or did she "port" her helm according to law? We also now lay before the public the custom and practice of the sea, as presented to Parliament, and the existing law. The custom and practice of the sea:—"A sailing ship with the wind on the port side, shall give way to a sailing ship with the wind on the starboard side; a sailing ship close hauled; a sailing ship which is to windward or with the wind aft, shall give way to a sailing ship which is to leeward." The existing law:—"If two sailing ships are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other. When two sailing ships are crossing so as to involve risk of collision, then, if they have the wind on different sides, the ship with the wind on the port side shall keep out of the way of the ship with the wind on the starboard side; except in the port side is close hauled, and the other ship free, in which case the latter ship shall keep out of the way; but if they have the wind on the same side, or if one of them has the wind aft, the ship which is to windward shall keep out of the way of the ship which is to leeward. Where, by the above rules, one of two ships is to keep out of the way, the other shall keep her course, subject to the qualifications contained in the following article:—In obeying and construing these rules, due regard must be had to all dangers of navigation; and due regard must also be had to any special circumstances which may exist in any particular case, rendering a departure from the above rules necessary in order to avoid immediate danger. The said two articles only apply to cases where ships are meeting end on, or nearly end on in such a manner as to involve risk of collision. They consequently do not apply to two ships which must, if both keep on their respective courses, pass clear of each other. The only cases in which the said two articles apply are when each of the two ships is end on, or nearly end on, to the other; in other words, to cases in which by day each ship sees the masts of the other in a line, or nearly in a line, with her own; and by night to cases in which each ship is in such a position as to see both the side-lights of the other. The said two articles do not apply by day to cases in which a ship sees another ahead, crossing her own course; or, by night, to cases where the red light of one ship is opposed to the red light of the other; or where the green light of one ship is opposed to the green light of the other; or where a red light without a green light, or a green light without a red light, is seen ahead; or where both green and red lights are seen anywhere but ahead." The following printed instruction is also attached to the official log, issued to every steam-ship and sailing-ship by the Board of Trade:—"Act as judgment says is proper; port, or starboard; back, or stop her."

ADVT.—"Berkeley, Sept. 1869.—Gentlemen, I feel it a duty I owe to you to express my gratitude for the great benefit I have derived by taking 'Norton's Camomile Pills.' I applied to your agent, Mr. Bell, Berkeley, for the above named Pills, for wind in the stomach, from which I suffered excruciating pain for a length of time, having tried nearly every remedy prescribed, but without deriving any benefit at all. After taking two bottles of your valuable Pills, I was quite restored to my usual state of health. Please give this publicity for the benefit of those who may thus be afflicted.—I am, Sir, yours truly, HENRY ALLPASS.—To the Proprietors of NORTON'S CAMOMILE PILLS. [481 1169 July 24

COMMERCIAL INTELLIGENCE.

DECEMBER 25TH, EVENING.

Patna $605 to $607½, little doing, stock about 900 chests; Benares $580 cash sales, stock about 200 chests in 2 or 3 hand; Malwa $565 on credit, for new first quality. Since the arrival of the steamer *Golconda* sales amount to about 160 chests, with 1¼ to 1½ catties allowance in weight, a few parcels without it. Exports to Shanghai, 305 chests Malwa, and 261 chests Patna Opium.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand, ... 4/1¼
Bank Bills, at 30 days' sight, 4/1¼ to 4/1½
Bank Bills, at 6 months' sight, 4/2¼
Credits, at 6 months' sight........ 4/2½
Documentary Bills, at 6 months' sight........ 4/2¾
ON BOMBAY.—Bank, on demand 222
ON CALCUTTA.—Bank, on demand 222
ON SHANGHAI.—
Bank, sight........ 72¼
Private, 30 days' sight........ 73¼

SHARES.

Hongkong and Shanghai Bank Shares,—3 per cent. premium.
Union Insurance Society of Canton, new shares—$50 per share, premium nominal.
China Traders' Insurance Company's Shares—$1,400 per share, nominal.
China and Japan Marine Insurance—Tls. 78 per share, nominal.
Chinese Insurance Company.—$200 per share, nominal.
Hongkong Fire Insurance Company's Shares—$527½ per share.
China Fire Insurance Company's Shares—$142 per share.
Victoria Fire Insurance Company's Shares—$125 per share.
Hongkong and Whampoa Dock Company's Shares—50 per cent. discount.
Hongkong, Canton and Macao Steamboat Co.'s Shares—11 per cent. premium.
Shanghai Steam Navigation Company—Tls. 79 per share.
Hongkong Gas Company's Shares—$75 per share.
Hongkong Hotel Company's Shares—$55 per cent. discount.
Indo-Chinese Sugar Company—$7 per share.

SALES ON DECEMBER 24TH, 1874.
Reported by Chinese.

Dried Lily Flowers, 10 bags, at $12.30, by Chun-loong to travelling trader.
White Wax, 2 pieces, at $37.00, by Kwong-fook-wo to travelling trader.
Shellfish, 10 bags, at $30.20, by Fook-hing-wo to travelling trader.
Cuttlefish, 20 bags, at $13.00, by Fook-hing-wo to travelling trader.
Fungus, 20 bags, at $43.50, by Fook-hing-wo to travelling trader.
Melon Seeds, 20 bags, at $5.30, by Chun-loong to travelling trader.
White Sugar, 50 bags, at $6.30, by Chun-tack-cheung to travelling trader.
Red Dates, 50 bags, at $2.70, by Kwong-wing-shing to travelling trader.

To be Let.

TO LET,
From 1st June next.

OFFICES in Hunt's Building, Peddar's Wharf. Apply to
LAMMERT, ATKINSON & Co.
tf 782 Hongkong, 19th May, 1874.

TO LET,
With Immediate Possession.

DWELLING HOUSES Nos. 2 and 3, Alexandra Terrace.
Two DWELLING HOUSES and OFFICES, Nos. 14 and 16, Stanley Street, lately in the occupation of Messrs. RAYNAL & Co., which have recently been thoroughly repaired.
DWELLING HOUSE and OFFICE, No. 1, Wyndham Street, adjoining the HONGKONG CLUB.
PREMISES No. 44, Queen's Road, lately in the occupation of Messrs. G. DUNOST & Co.
HOUSE No. 4, Gough Street.
DOUGLAS LAPRAIK & Co.
tf 2050 Hongkong, 8th December, 1874.

TO BE LET.

NO. 1, PECHILI TERRACE, Elgin Street. Apply to
LANE, CRAWFORD & Co.
tf 2145 Hongkong, 22nd December, 1874.

TO LET.

THE PREMISES situate in Queen's Road Central, known as the "CROWN AND ANCHOR TAVERN." Apply to
GILMAN & Co.
tf 834 Hongkong, 28th May, 1874.

TO LET.
With Immediate Possession.

THE Desirable FAMILY RESIDENCE, Bonham Road West, lately occupied by N. J. EDE, Esq., containing Ten Rooms, Bathrooms, Out-houses, and Stabling, &c.
Apply to
THOMAS GREEN,
P. & O. S. N. Co.'s Office.
tf 2043 Hongkong, 7th December, 1874.

TO LET.

THE whole, or part, of the Residence known as "THE HERMITAGE."
Apply to
T. ALGAR,
2, Hollywood Road.
tf 977 Hongkong, 23rd June, 1874.

TO LET.

THE PREMISES at present occupied by THE CHINA FIRE INSURANCE COMPANY, Queen's Road.
Apply to
G. FALCONER.
tf 1070 Hongkong, 7th July, 1874.

TO LET,
With Possession on 1st September,

THE OFFICES over the HONGKONG DISPENSARY.
Apply to
A. S. WATSON & Co.
tf 1340 Hongkong, 27th August, 1874.

NOTICE.

ALL Persons having CLAIMS against the Estate of the late Captain JOHN C. FINE are requested to communicate with the Undersigned; and all Persons being indebted to the said Estate are requested to make Immediate Payment to
JOHN S. LAPRAIK,
Administrator.
1772 Hongkong, 27th October, 1874.

NOTICE.

In the Goods of LOUIS GUSTAVE VASSALLO, *Deceased.*

ALL Persons having any CLAIMS against the above Estate are requested to send in Particulars of the same to the Undersigned, on or before the 1st Day of February, 1875, after which date no Claims will be recognised.
And all Persons being indebted to the said Estate are requested to make Immediate Payment.
J. FAIRBAIRN,
Administrator.
td 1777 Hongkong, 27th October, 1874.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.

Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition; Du Pont's Blasting and Sporting Powder; Lake Superior and Pacific Fuse Company's Safety Fuse. [1y 925 June 15

NOTICE.

STEAMERS leaving this port requiring COAL, can obtain it from the Undersigned.
W. G. HALE & Co.,
Saigon.
tf 1561 16th September, 1873.

THE UNDERSIGNED begs to inform the Public of HONGKONG, HO NAM, AND CANTON that he has shops established at those places in the name of HING KEE.
In HONGKONG, at the Central Market, No. 12, he has constantly on hand BEEF, MUTTON, POULTRY, BREAD, VEGETABLES, and OILMAN'S STORES, &c., of the best quality.
In HO NAM and CANTON SHOPS, the foregoing articles, with the addition of SPIRITS, SODA WATER, &c., and GAME when in season.
Gentlemen and Families desirous of patronizing him, are requested to apply at his shops as above, where a list of prices of articles will be furnished, which will be supplied at the *same rate* all the year round.
HING KEE.
1y 742 Hongkong, 13th May, 1874.

Intimations.

LAMMERT, ATKINSON & Co. Invite an Inspection of their FRESH SUPPLY of CHRISTMAS AND NEW YEAR'S PRESENTS,

And BONBONNIERES, just received from LONDON and PARIS, and which are offered to View at their Store at

PEDDAR'S WHARF.

A Choice collection, comprising:—
M echanical and other TOYS.
E legant Bonbon boxes.
R ich Confectionery.
R acing Games.
Y outh and Beauty.

C roquet Sets.
H andsome Crystal Ware and Vases.
R odger's Cutlery.
I vory Fans.
S crap Books.
T ree Ornaments.
M usical and other Albums.
A ssorted Dessert Fruits in tins.
S peaking and Walking Dolls.

A rtificial Flowers.
N ew Gift Books.
D ressing Cases.

H andsome Centre Stands.
A large assortment of Electro-Plated Ware.
P anoramic Balls.
P erfumery.
Y oung America (a new game).
N uts, Barcelona, Brazil, Almonds, and [Walnuts.
E leme Raisins.
W ork Boxes, fitted.

Y orkshire and Cumberland Hams.
E legant Vienna Goods.
A ll kinds of Pates and Christmas Condi- [ments.
R ose Water Cosaques.

COSTUME CRACKERS.
PORTRAIT COSAQUES, life size.
SOMEBODY'S LUGGAGE.
EXPRESS LUGGAGE.
MUSCATEL RAISINS.
CURRANTS.
CRYSTALIZED FRUITS.
BISCUITS DE PARIS.
RUSSIA OX-TONGUES,
OX-TONGUES IN JELLY.
SMOKED OX-TONGUES.
CORNED OX-TONGUES.
PICKLED OX-TONGUES.
WAFER BISCUITS
AND ALL KINDS OF
HUNTLEY AND PALMER'S BISCUITS.
FIGS.
CHOCOLATE BONBONS.
CHOCOLATE MENIER, TRUFFES, &c.
LADIES' AND GENTLEMEN'S WRITING DESKS,
BRUSH CASES, LIQUEUR FRAMES, &c., &c., &c.

WINES OF ALL DESCRIPTIONS.

KRUG'S CHAMPAGNES, in Pint and Quart Bottles.
JULES MUMM, in Quarts.
MOSELLE, in Pints and Quarts.
SPARKLING HOCK, in Pints and Quarts.
MUSCATEL, in Pints and Quarts.
BURGUNDIES.
WHITE WINES.
CHATEAU LAFITE, HAUT BRION,
VRAY CANON, and other CLARETS,
DRY SHERRIES.
FINE OLD PORT.
IRISH WHISKEY, L. L.
ISLAY WHISKEY.
BRANDY of various Brands.
MARASCHINO, CHARTREUSE,
NOYEAUX, CURACAO,
and other LIQUEURS.

14d 2116 Hongkong, December 16th, 1874.

NOTICE.

THE Committee of the Macao Relief Fund having received several parcels of Clothes for the Sufferers by the Typhoon, beg to tender thanks to the generous donors; and as winter is approaching, the vigor of which will be keenly felt by the destitute, who look up to the wealthy and those in easy circumstances for relief, the Charity of the Public is again appealed to for further donations, especially of Children's Clothing, of which but little has been received. This appeal is particularly directed to the sympathy of Mothers of Families towards the Children of the Poor.
FRANCISCO DA SILVA MAGALHAES,
Secretary, Macao Relief-Fund Committee.
1919 Hongkong, 20th November, 1874.

FOOCHOW DOCK.

PAGODA ANCHORAGE.

THE above Granite-floored DOCK has lately been LENGTHENED to 400 *feet* over all, and is now capable of receiving vessels up to 380 feet on the keel. The breadth of the Dock at the bottom is 40 feet, at the top 80 feet, and the width at the entrance is 56 feet. Depth of water on the sill 13 feet at average neap, and 17 feet at average spring tides.
The Dock has a Caisson Gate, and is pumped out by steam.
A new FOUNDRY for large iron and brass castings has recently been added.
The Machine Shop contains a 12-inch Screw Cutting Gap-lathe, Small Lathes, Drilling and Screwing Machines, Steam Saw Mill, Large Smithy, &c., &.
Dry Godowns are on the premises, available for stowage of cargo, &c.
A large stock of Timber, Metal, and other Dock-yard Material always on hand.
Vessels docked for examination, remetalled, recoppered, repairs also done in harbour; and iron ships and steamers cleaned and painted, at moderate charges. Particulars can be obtained at the Dock, or on application to the undersigned.
The Steam Tug *Woosung* is in thorough working order, and is available at all times to tow vessels to or from sea, at reasonable rates.
JOHN FORSTER & Co.
tf 1039 Foochow, 18th June, 1873.

SUN WOO,
MANUFACTURER OF
ALL DESCRIPTIONS OF MATTING,
WORKS—QUEEN'S ROAD, WEST POINT,
(Near the Sailors' Home.)
OFFICE—*Yew Kee, No. 30, Wing Lock Street*
HONGKONG.
1428 Hongkong, 10th September, 1874.

THE TOURIST'S GUIDE.—REDUCED PRICE $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.
Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.
The Daily Press Office.

Vessels Advertised as Loading.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DISPATCHED
LONDON via SUEZ CANAL	Achilles (str.)			Butterfield & Swire	On or about 27th inst.
LONDON	Ardent	Robert Clasper	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Kinfauns Castle	James Dodds	Whampoa	A. MacG. Heaton	Quick despatch.
Do.	Titania	England	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
HAMBURG	Delphin	T. W. Lilienthal	Hongkong	Wm. Pustau & Co.	Quick despatch.
NEW YORK	Chinaman		Hongkong	Olyphant & Co.	Quick despatch.
Do.	Chattanooga		Hongkong	Olyphant & Co.	Quick despatch.
Do.	Commissary	Hunter	Hongkong	Augustine Heard & Co.	Quick despatch.
SAN FRANCISCO	Morning Light	Chaston	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Malay	B. P. Clough	Hongkong	Russell & Co.	Quick despatch.
SINGAPORE, SAMARANG, &c.	Brisbane (str.)		Hongkong	Gibb, Livingston & Co.	On 31st inst., at noon.
SAIGON, SINGAPORE, &c.	Sindh (str.)	Rapatel		Messageries Maritimes	On 31st inst., at noon.
MANILA	Candelaria	Barredo	Hongkong	Remedios & Co.	Quick despatch.
Do.	Glenlyon (str.)			Turner & Co.	Quick despatch.
Do.	Formosa (str.)	Morales	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
SWATOW, AMOY & FOOCHOW	Kwangtung (str.)	Pitman	Hongkong	Douglas Lapraik & Co.	To-day, at 8 A.M.
SWATOW, NINGPO, & S'HAI	Amoy (str.)	Drewes	Hongkong	Siemssen & Co.	To-day, at 4 P.M.

For Sale.

SAYLE & CO.
GENERAL DRAPERS AND OUTFITTERS, TAILORS, &c., &c.

BEG to inform their Customers and the Public that they have received and are now SHOWING their NEW AND CHOICE STOCK OF GOODS, Selected with care and judgment for the AUTUMN AND WINTER SEASONS, and being purchased on very favourable terms, they are enabled to offer them at EXTREMELY LOW PRICES.

LONG CLOTH, OXFORD TWILL,
AND
REGATTA SHIRTS,
With Military and Pleated Fronts.
COLLARS,
In the New Shapes.
UNDER VESTS AND PANTS,
In Lambswool, Merino, and other makes.
SOCKS,
In Lisle Thread, Merino, Lambswool, and Balbriggan.
CHRISTY'S CELEBRATED
FELT, SILK, DRAB SHELL, AND OPERA HATS.
BOOTS, SHOES,
AND
SLIPPERS
of DAWSON & SON's best makes.
A Nicely Assorted
STOCK OF SCARVES AND TIES,
In Fancy and Plain Colours.
PERFUMERY, JEWELLERY, BRUSHES, COMBS,
and every other ARTICLE requisite for a Gentleman's Toilet.

SAYLE & CO.
Would draw Particular Attention to their NEW STOCK OF CLOTHS, made especially for the Climate, and which they are enabled, owing to the very advantageous terms on which they have been purchased at the Home Markets, to make up at considerably Reduced Prices, at the same time guaranteeing a perfect fit, and quick despatch in the execution of all Orders, with which they may be favoured.

VICTORIA EXCHANGE,
QUEEN'S ROAD AND STANLEY STREET,
HONGKONG;
AND AT SHANGHAI.

FOR SALE.

HENRY RITCHIE'S SUPERIOR PALE SHERRY.
T. G. LINSTEAD.
2138 Hongkong, 21st December, 1874.

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown } CANVAS.
ARNHOLD, KARBERG & Co.
tf 1130 Hongkong, 11th May, 1867.

NOW ON SALE.

IMPERIAL QUARTO.
ENGLISH AND CHINESE DICTIONARY,
WITH THE
PUNTI AND MANDARIN PRONUNCIATION.
An ANGLO-CHINESE DICTIONARY, published at the *Daily Press* Office, Hongkong.

FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.
To illustrate the vast scope of the work, the following facts are submitted for consideration. Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.
For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.
It comprises upwards of two thousand large quarto pages.

TRUBNER & Co.,
60, PATERNOSTER ROW;
W. H. BELL,
"DAILY PRESS" OFFICE, HONGKONG.

For Sale.

FOR SALE.

CHAMPAGNE:—
TH. ROEDERER GLADIATEUR, Pints.
Do., Red Seal, do.
DE ST. MARCEAUX CARTE BLANCHE, do.
BURGUNDY WINES:—
CHAMBERTIN.
CORTON.
NUITS.
VOLNAY.
BEAUNE.
HOCK:—
LIEBFRAUMILCH.
RUDESHEIMER.
JOHANESBERG.
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CLARETS:—
CHATEAU LAFITE, Quarts.
" " Pints.
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ST. JULIEN MEDOC.
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MESS CLARET.
CLARET in Casks, Superior Quality.
BRANDIES AND OTHER:—
COURVOISIER CURLIER FRERES.
JAS. HENNESSEY **
Do. ***
JULES ROBIN.
CUTLER AND PALMER GIN.
Do. WHISKY.
AVH GIN, in Square Bottles.
Apply to
E. CHASTEL,
No. 50, Queen's Road Central.
tf 1825 Hongkong, 3rd November, 1874.

FOR SALE.

L. TAMPIER & Cie's, BORDEAUX.

CLARET—Médoc, St. Julien, St. Estephe, Chateau Lagrange, Chateau Palmer, Chateau Lafite, Pommard, Chambertin, Graves, Chateau La Tour Blanche, in cases of 1 doz. Quarts and 2 doz. Pints.
CHAMPAGNE—Carte Noire, Carte Blanche, Carte Verte, Carte D'Or, in Quarts and Pints.
COGNAC—Fine CHAMPAGNE, Superior.
CHAMPAGNE in Quarts and Pints, of B. & E. Perrier, Chalons.
Otard Dupuy & Co.'s COGNAC.
LANDSTEIN & Co.,
Agents.
tf 994 Hongkong, 26th June, 1874.

ESTABLISHED IN 1820.

C. LAZARUS AND CO.
Incorporated with Shearwood and Co.,
BILLIARD TABLE MANUFACTURERS,
AND GENERAL FURNISHING CONTRACTORS,
BY APPOINTMENT TO
HIS EXCELLENCY THE VICEROY,
AND
H.R.H. THE DUKE OF EDINBURGH,
55, 59, 60, & 61, *Bentinck Street,*
CALCUTTA.

BILLIARD TABLES.

C. LAZARUS & Co.'s Billiard Tables are now the only ones appreciated in India, as a long and steady experience extending over 50 years has proved them to be the best and most suitable for the climate.
C. L. & Co. have received a large number of very flattering testimonials from all parts of India, China, Burmah, Ceylon, Manila, Java, Straits, and Persia, testifying to the superior make and quality of their Billiard Tables, and while thanking their Friends and Patrons in China for the liberal support so long extended to their firm, would in soliciting further patronage, beg to mention the following facts which have conduced to the success their efforts have hitherto met with.
Every table is made of solid wood, well seasoned and not veneered.
The Cushions are constructed on an entirely new principle, introduced by C. L. and Co., and unlike that adopted by English makers, and are much more durable and lively than English-made cushions.
No table leaves C. L. and Co.'s premises until it has been standing ready finished for over 12 months, in order to ensure perfectly seasoned material.
Every article of furniture, also, that leaves C. LAZARUS and Co.'s Establishment, is guaranteed of Solid and Seasoned Wood.
C. L. & Co. have always ready a large stock of new Cushions on their peculiar principle, and which can be supplied for any table, the accurate length and breadth of the slate-bed only being required.
C. L. and Co. have always in hand a large stock of Billiard, Pool and Pyramid Balls, Cues, Tips, Chalks, Cloth, and every requisite for the Billiard Table.
Old Cushions renewed on C. LAZARUS & Co.'s peculiar principle, thereby making an old table as good as new.

BILLIARD LAMPS.

Six and Eight Light Lamps for Oil, or Kerosine, the latter with burners on the duplex principle, giving a light equal to twelve ordinary lamps.
Eighteen light ring burner Gas Pendants, with rod to suspend over table.

C. LAZARUS AND Co. have been appointed Sole Agents in India and the East for
THE NEW PATENT
ELECTRIC BILLIARD MARKER,
by means of which the score can be marked from the cushion of the table.

Price Lists, Catalogues, and all information may be obtained from
LANE, CRAWFORD AND CO.,
who have consented to act as
C. LAZARUS & CO.'S AGENTS
IN
HONGKONG, SHANGHAI, AND JAPAN,
and by whom
ALL ORDERS WILL BE RECEIVED
and forwarded to Calcutta by the EARLIEST opportunity. [1465

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

Vessels on the Berth.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship
"KWANGTUNG,"
Captain Pitman, will leave for the above Ports TO-MORROW, the 27th inst., at 8 A.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 23rd December, 1874.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, *via* SUEZ CANAL.

THE Company's Steamship
"ACHILLES"
will be despatched on or about the 27th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
2159 Hongkong, 24th December, 1874.

FOR SINGAPORE, SAMARANG, BRISBANE, SYDNEY, AND MELBOURNE.
(*Calling off* SOMERSET, CLEVELAND BAY, BOWEN, *and* KEPPEL BAY *to and Mails and Passengers.*)

THE Eastern and Australian Mail Steam Company's Steamship
"BRISBANE"
will be despatched as above on THURSDAY, the 31st inst., at noon.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.
17d 2100 Hongkong, 15th December, 1874.

FOR NEW YORK.

THE A 1 Boston Ship
"COMMISARY,"
Hunter, Master, will load at this Port and Whampoa, and have quick despatch as above.
For Freight, apply to
AUGUSTINE HEARD & Co.
tf 2152 Hongkong, 23rd December, 1874.

FOR NEW YORK.
(*To follow the British Barque "Chinaman."*)

THE A 1 American Barque
"CHATTANOOGA,"
having the greater portion of her Cargo engaged, will load at this port and Whampoa, and have quick despatch as above.
For Freight, apply to
OLYPHANT & Co.
tf 2118 Hongkong, 17th December, 1874.

FOR HAMBURG.

THE German 3-masted Schooner
"DELPHIN,"
T. W. Lilienthal, Master, will load here and at Whampoa, and will have quick despatch for the above Port.
For Freight, apply to
WM. PUSTAU & Co.
tf 2108 Hongkong, 16th December, 1874.

FOR SAN FRANCISCO.

THE Clipper Ship
"MALAY,"
B. P. Clough, Master, will have early despatch as above.
For Freight, apply to
RUSSELL & Co.
tf 2080 Hongkong, 12th December, 1874.

NOTICE.

FOR NEW YORK.

THE A 1 British Barque
"CHINAMAN,"
having the greater portion of her Cargo engaged, will load at this Port and Whampoa, and have quick despatch as above.
For Freight, apply to
OLYPHANT & Co.
tf 2053 Hongkong, 8th December, 1874.

FOR MANILA.

THE Spanish Barque
"CANDELARIA,"
Barredo, Master, will have immediate despatch as above.
For Freight or Passage, apply to
REMEDIOS & Co.
tf 2046 Hongkong, 7th December, 1874.

FOR LONDON.

THE A 1 British Ship
"TITANIA,"
Captain England, will load here and at Whampoa, (also at Macao, if sufficient inducement,) and will have early despatch for the above Port.
For Freight, apply to
VOGEL, HAGEDORN & Co.
2000 Hongkong, 3rd December, 1874.

FOR LONDON.

THE A 1 British Ship
"KINFAUNS CASTLE,"
James Dodds, Master, will load here, at Whampoa, and at Macao, and will have quick despatch for the above Port.
For Freight, apply to
A. MACG. HEATON,
FOR
DEACON & Co.,
Canton.
tf 1880 Hongkong, 14th November, 1874.

FOR SAN FRANCISCO.

THE A 1 British Ship
"MORNING LIGHT,"
2,377 Tons, Captain Chaston, will load here for the above Port, and will have early despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 1585 Hongkong, 30th September, 1874.

FOR LONDON.

THE A 1 British Bark
"ARDENT,"
Robert Clasper, Master, will load here and at Whampoa, and will have immediate despatch for the above Port.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 1419 Hongkong, 9th September, 1874.

FOR SALE.

THE A 1 Barque
"SANTA SANCHA,"
324 Tons, late the "*Hyacinth.*" For Further Particulars, apply immediately to
A. A. DE MELLO & Co.
14d 2160 Macao, 22nd December, 1874.

NOTICE.

IN Order to meet the wishes of the Native Community, the Chinese Issue of this Paper has been, from the commencement of the China New Year, issued DAILY instead of on alternate days as before.
The Paper has been Established for nearly Twenty Years, and is, as to Editorial Management, under the Direction of a Well Educated Chinese Gentleman; gives reliable commercial and general information, and has the same position with the Native Community as to Advertisements and News as the English *Daily Press* with the Foreign Community. The Charge for Advertisements will be as heretofore.
Hongkong, 23rd February, 1874.

Insurances.

THE VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

NOTICE.

THE Transfer Books of this Company will be CLOSED from the 17th to the 31st instant, both days inclusive.
AUGUSTINE HEARD & Co.,
Secretaries.
81 2013 Hongkong, 3rd December, 1874.

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE Transfer Books of the Company will be CLOSED from the 15th to the 31st inst., both days inclusive.
By Order,
JAS. B. COUGHTRIE,
Secretary.
1m 1979 Hongkong, 30th November, 1874.

NOTICE.

THE CHINESE INSURANCE COMPANY, LIMITED.

THE Transfer Books of this Company will be CLOSED from the 15th to the 31st inst., both days inclusive.
OLYPHANT & Co.,
General Agents.
tf 2036 Hongkong, 7th December, 1874.

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $45,000 on First-class Risks.
A Discount of Twenty per Cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.
T. G. LINSTEAD,
Agent, Sun Fire Office.
1335 Hongkong, 5th August, 1874.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

NOTICE.

AFTER this date, a brokerage of Thirty-three and one-third per cent. (33⅓ %) will be allowed by this Agency on risks to ports in CHINA, JAPAN, the PHILIPPINES, and the STRAITS.
On risks to all other ports, the brokerage will be ten per cent. (10 %) only.
WM. PUSTAU & Co.,
Agents.
tf 131 Hongkong, 21st January, 1874.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.
AUGUSTINE HEARD & Co.
tf 471 Hongkong, 1st March, 1874.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates*, subject to a bonus of 20 per cent.
SIEMSSEN & Co.,
Agents.
tf 39 Hongkong, 18th November, 1872.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.
DOUGLAS LAPRAIK & Co.
tf 617 Hongkong, 9th November, 1868.

THE QUEEN INSURANCE COMPANY.

CAPITAL—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company at this port, are prepared to grant Policies against Fire, to the extent of £10,000, on Buildings or on Goods stored therein.
EDWARD NORTON & Co.
tf 241 Hongkong, 22nd January, 1870.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.
OLYPHANT & Co.,
General Agents.
tf 951 Hongkong, 17th April, 1873.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 800,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.
This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15 % for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.
RUSSELL & Co.,
Agents.
tf 1089 Hongkong, 9th July, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.
HOLLIDAY, WISE & Co.
tf 1958 Hongkong, 15th October, 1868.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON.
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.
A. McIVER, *Agent.*
tf Hongkong, 1st July, 1867.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER
OF
HIS MAJESTY KING GEORGE THE FIRST
A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
A discount of 20 % allowed.

LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, on reasonable terms.
HOLLIDAY, WISE & Co.
1368 Hongkong, 26th July, 1872.

NOW ON SALE.

THE HOUSEHOLD COMPANION
AND
STUDENT'S FIRST ASSISTANT,
By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.
PRICE: In Paper Wrapper........$1.50
Neatly Bound........$2.00
Apply at the *Daily Press* Office.

炭煤記榮
WING-KEE COAL SHOP.

THE Proprietor of WING-KEE Shop begs to inform the public that his Shop has been established since 1855, at Endicott's Lane, and that he has always a great quantity of BEST COAL in store for Sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.
1y 1503 Hongkong, 23rd September, 1874.

Post-Office Notifications.

A mail will close

For Amoy, Ningpo, and Shanghai.—Per *Amoy*, to-day, the 26th inst., at 3.30 P.M.
For Swatow, Amoy, and Shanghai.—Per *Glengyle*, to-day, the 26th inst., at 5 P.M.
For Swatow, Amoy, and Foochow.—Per *Kwangtung*, to-morrow, the 27th instant, at 7.30 A.M.
For Singapore, Samarang, Somerset, Cleveland Bay, Bowen, Keppel Bay, Brisbane, Sydney, and Melbourne.—Per steamer *Brisbane*, on Thursday, the 31st inst., at 11 A.M.

MAILS BY THE "*FRENCH PACKET.*"

The French Mail Packet "*SINDH*" will be dispatched on THURSDAY, the 31st instant, at noon, with the Mails,—
To and through the United Kingdom *via Marseilles*, to France and other Continental States (in a closed mail to France), to Saigon, Singapore, Galle, Australia, New Zealand, Aden, Seychelles, Reunion and Mauritius, Suez and Alexandria.
The Post Office will be open for the reception of Ordinary Letters, Newspapers, Books, &c., until 11 A.M. on the 31st instant, after which no Letters can be received.
Money Orders on any of the Money Order Offices in the United Kingdom will be granted until 5 P.M. on the 30th instant.
Letters for Registration will be received until 10 A.M. on the 31st instant.
F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, 21st December, 1874.

It is hereby notified that henceforward the postage on letters addressed to Denmark, when forwarded *via* Southampton, will be 28 cents per half-ounce, prepayment optional. Unpaid letters will be subject to an additional charge on delivery.
F. W. MITCHELL,
Postmaster General.
General Post-Office, Hongkong.

It is hereby notified that the postage chargeable upon *Paid* Letters addressed to France will henceforward be 12 cents per quarter ounce when forwarded by French Mail Packet, and 18 cents per quarter ounce when forwarded by British Mail Packet.
F. W. MITCHELL,
Postmaster General.
General Post-Office, Hongkong.

It is hereby notified that the rates of postage chargeable henceforth on *Letters* addressed to the United Kingdom, and to places beyond the United Kingdom, when forwarded, by French Packet, will be the same as those chargeable on Letters forwarded by British Packet *via* Brindisi.
F. W. MITCHELL.
Postmaster General.
General Post Office, Hongkong.

It is hereby notified that henceforward the postage on letters addressed to Newfoundland, which must be paid in advance, will be as follows, viz.:—
When forwarded *via* Brindisi........ } 34 cents each ½-ounce.
When forwarded *via* Marseilles........ } 34 " "
When forwarded *via* Southampton........ } 28 " "
F. W. MITCHELL,
Postmaster General.
General Post-Office, Hongkong.

It is hereby notified that a line of British Mail Contract Packets has been established between Aden and Zanzibar, which, with connecting lines, will afford a regular means of conveyance of correspondence from Hongkong for the foreign ports on the East African Coast, as well as for Natal and the Cape Colony, St. Helena and Ascension, and that henceforward the postage, *which must be paid in advance*, on letters addressed to Zanzibar, Mozambique, Delagoa Bay, Natal, the Cape of Good Hope, and Ascension, will be 20 cents for each half-ounce, newspapers 2 cents each.
F. W. MITCHELL,
Postmaster General.
General Post-Office, Hongkong.

As some misapprehension exists regarding the transmission of Packets and Samples through the Post, it is hereby notified for general information, that the privilege of sending such articles through the Post at the rates of postage applicable to them is restricted to *bonâ fide Trade Patterns or Samples of Merchandise.* Goods sent for Sale, or in execution of an order (however small the quantity may be), or any articles sent by *one private individual to another* which are not actually patterns or samples, are not admissible.
F. W. MITCHELL,
Postmaster General.
General Post-Office, Hongkong.

It is hereby notified for general information that the Postage (which must be paid in advance) upon letters addressed to Prince Edward Island, will henceforward be as follows, viz.:—
When forwarded *via* Brindisi........ 42 cents each half-ounce
When forwarded *via* Marseilles........ 36 cents each half-ounce
When forwarded *via* Southampton........ 28 cents each half-ounce.
F. W. MITCHELL,
Postmaster General.
General Post-Office, Hongkong.

Arrangements having been made under which Mails for London arriving at Suez from China by Private Ships will be forwarded to destination *via* Brindisi, it is hereby notified that the rates of postage, *which must be paid in advance*, on correspondence addressed to the United Kingdom so forwarded, will be as follows, viz.:—
For Letters........ 24 cents per half ounce.
For Newspapers........ 8 " each.
For Books and Patterns } not exceeding 1 ounce 4 cents. / " 2 " 6 " / " 4 " 12 " / every additional 4 " 12 "
F. W. MITCHELL,
Postmaster General.
General Post Office, Hongkong.

It is hereby notified that henceforward the rates of postage which must be paid in advance, chargeable on Packets of printed papers or patterns of light weight sent from Hongkong to the United Kingdom by the United States. Packets via San Francisco, will be as follows viz:—
For a packet not exceeding 1 ounce in weight........ 2 cents
For a packet above 1 ounce not exceeding 2 ounces........ 4 "
For a packet above 2 ounces not exceeding 4 ounces........ 8 "
and eight cents for every additional four ounces.
These rates apply to Printed Circulars, Price Lists, Market Reports, and all printed papers other than Newspapers, as well as to Books and Trade Patterns or Samples.
F. W. MITCHELL.
Postmaster General.
General Post Office, Hongkong.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO
BOMBAY, ST. DENIS, AND PORT LOUIS.

ON THURSDAY, the 31st December, 1874, at noon, the Company's Steamship "*SINDH*," Commandant RAPATEL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M.; Specie and Parcels until 3 P.M. on the 30th December, 1874. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.
For further particulars, apply at the Company's Office.
C. BERTRAND, *Agent.*
Hongkong, 17th December, 1874.

Extracts.

"ECHOES."

They say that echoes heard at even
Are the voices of the dead;
That come to join us down from heaven,
Lingering o'er our head;
Answering to the words we're spoken,
In soft cadence wild and broken;
That give us back from wood and wave
The loveance laid within their grave.

It may be that the dead who love us
Break the silence of the tomb,
In those weird tones that strangely move us
Through the evening's gloom.
I gainsay not the fond belief,
Because it gives my heart relief;
I fain would feel some mystic chain
'Twixt dead and living might remain.

Ye dear and dead! oh still be near me
In the solemn, lonely night!
Still let your ghostly voices cheer me,
Make my darkness light.
Let the day be for the living,
While I cherish the believing,
That when the light of day is fled
The night will give me back my dead.

JOHN FRANCIS WALLER, *Quiver.*

EGG FLIP.

Madame de Charlus sat next the Archbishop of Rheims, Le Tellier. She took a soft-boiled egg; after breaking it, she wanted to reach the salt, and in doing so set fire to her *coiffure*. The Archbishop, seeing her on fire, rushed to the *coiffure*, which he threw on the ground. Madame de Charlus, in her surprise and indignation to see herself thus *décoiffée*, without knowing why, threw her egg in the Archbishop's face, and it ran down over everything. He only laughed outright, and so did the company, at seeing the bald greasy head of Madame de Charlus and the state of the Archbishop.—*Reminiscences of a Canoness.*

STRAUSS.

In personal appearance he was anything but the sort of man one would look for. Instead of the cold, hard steel-edged critic, or of the bold and fierce iconoclast, one sees a slightly built man, with a longish, half-womanly face, indicating delicacy and sensibility; a head also longish and high, a little bowed with a hint as of submission in its attitude; a mild, meditative eye; and a general aspect of purity, considerate gravity, and gentleness. Of studious sincerity the face is full; but there is no aggression in it, nothing of the warhorse neighing for the charge, nothing of that metallic temper which Strauss's pitiless criticism might suggest. All that one learns of him consists with this aspect. In his eye and air, says Zeller, was something of almost virgin modesty. It cost him always an effort to put himself forth, even in a considerable private company. In conversation with intimate friends, he was genial, open, singularly winning; but he had not the hard surface which gives ease in public contact. He fled from noise; hated contention; was anything but a parlour polemic; read polemical books with reluctance, even though written in his favour; and wanted wholly that love of dominance which is half the resource of so many a reforming Cobbet or Phillips. Affection played a large part in his nature; during the whole middle period of his life it even ruled his literary activity. He clung to old friends with rare constancy, loved to recall and record the memories of his intercourse with them, loved even the places where they had lived together; indeed, this local attachment was a distinguishing trait of the man. He was a tender father, and orderly and dutiful citizen; in morals irreproachable; aside from his heresy, he is without suspicion of vice. His personal habits were extraordinarily temperate and simple. He furnished his dwelling, when only his own tastes were to be consulted, almost like an anchorite. Fine furniture, costly display of whatever sort, had no charms for him. It is noticeable, too, that while in all things a grounded liberal, he was a radical only in theology. In politics he was no revolutionist, was adverse to all extremes, distrusted violent changes, held aloof from theoretical formalism on the popular as on the princely side, was as little of a Jacobin as of a Jacobite. In short, he appears as an uncommonly simple and kindly man, modest, moderate, orderly, with womanly traits. There was another side to his character, however, as might be supposed. He had a warm temper, and could flame up very high upon occasion, though not in the way of personal quarrel: he was even unforgiving where any injury to his friends was concerned. Of course, too, there was enduring, masculine force of character, rocky inflexibility, iron tenacity of will, behind his gentler traits.—*Old and New.*

TABLE CUSTOMS.

While certain forms of table etiquette may seem altogether conventional, even fantastic, the forms usually observed are founded on good sense, and adapted to general convenience. Table etiquette is not, as is often alleged, merely a matter of fashion, although some things that were in vogue a generation or two ago, are no longer deemed polite. The reason is that manners and table furniture have undergone so many changes; have really so much improved, as to require a mutual readjustment. For example, everybody was accustomed, twenty or thirty years since, to use the knife to carry food to the mouth, because the fork of the day was not adapted to the purpose. Since the introduction of the four-tined silver fork, it has so entirely supplanted the knife that the usage of the latter, in that way, is not only superfluous, but is regarded as a vulgarism. Another example is the discontinuance of the custom of turning tea or coffee from the cup into the saucer. Although small plates were frequently employed to set the cup in, they were not at all in general use; and even when they were used, the tea or coffee was likely to be spilled upon the cloth. The habit, likewise, of putting one's knife into the butter arose from the fact that the butterknife proper had not been thought of. Such customs as these, once necessitated by circumstances, are now obviously inappropriate. Certain habits, however, are regulated by good taste and delicacy of feeling, and the failure to adopt them argues a lack of fine perception or social insight. One of these is eating or drinking audibly. No sensitive person can hear any one taking his soup, coffee, or other liquid, without positive annoyance. Yet, those who would be very unwilling to consider themselves ill-bred are constantly guilty of such breach of politeness. The defect is that they are not so sensitive as those with whom they come in contact. They would not be disturbed by the offence; they never imagine, therefore, that any one else can be. It is for them that rules of etiquette are particularly designed. Were their instinct correct, they would not need the rule, which, from the absence of instinct, appears to them irrational, purely. To rest one's elbow on the table in more than a transgression of courtesy, it is an absolute inconvenience to one's neighbours. All awkwardness of position, such as sitting too far back from, or leaning over the table, are reckoned as rudenesses, because they put others ill at ease through fear of such accidents as are liable to happen from any uncouthness. Biting bread or cake, instead of cutting or breaking it into mouthfuls, is unpleasant, since it offends our sense of form or fitness. These and kindred matters are trifles, but social life is so largely composed of trifles that to disregard them wholly is a serious affront. We can hardly realize to what extent our satisfaction or dissatisfaction is made up of things in themselves insignificant, until brought directly home to us.—*Scribner's Monthly.*

Insurances.

ROYAL INSURANCE COMPANY.

THE Undersigned, having been appointed Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.
tf 1780 Hongkong, 28th October, 1874.

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company, call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamer risks, besides which a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15 %) only.

SIEMSSEN & Co.,
Agents.
tf 1028 Hongkong, 1st July, 1874.

THE SWISS LLOYDS' TRANSPORT INSURANCE COMPANY, WINTERTHUR.

Subscribed Capital,	$1,000,000
Co-insures with French Lloyd, Paris,	$1,400,000
AND WITH	
French Company, Paris,	$1,000,000
	$3,400,000

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Policies on Marine Risks to all parts of the World at Current Rates, allowing a Brokerage of 45 % on Risks East of Singapore, and of 20 % on all other Risks.

VOGEL, HAGEDORN & Co.,
Agents.
1043 Hongkong, 1st September, 1874.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one

FIRST-CLASS RISK,

at Current Rates.

A RETURN OF TWENTY PER CENT. (20 %) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.
333 Hongkong, 1st March, 1874.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

ON and after this date the above Association will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) on Local Risks only.

RUSSELL & Co.,
Agents.
tf 1800 Hongkong, 4th June, 1874.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE OF THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT OF TWENTY PER CENT. (20 %) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.

RUSSELL & Co.,
Agents.
ly 1 Hongkong, 1st January, 1874.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

Established 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE to the extent of £10,000 on any Building, or on Merchandise in the same, at the following rates, subject to a discount of 20 %.

Detached and semi-detached Dwelling Houses removed from Town, and their Contents ... ¾ per cent. per annum.
Other Dwelling Houses, used strictly as such, and their Contents ... ¾ "
Godowns, Offices, Shops, &c., and their Contents ... 1 "

SHORT PERIOD INSURANCES.

Not exceeding ten days, ⅛ of the annual rate.
Not exceeding one month ... ¼ "
Above 1 month, and not exceeding 3 months ... ½ "
Above 3 months, and not exceeding 6 months ... ¾ "
Above 6 months ... the full annual rate.

GILMAN & Co.,
Agents.
tf 1903 Hongkong, 8th May, 1874.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.
tf 674 Hongkong, 1st May, 1874.

OFFICE OF THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

ON and after this date the above Company will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) on Local Risks only.

AUGUSTINE HEARD & Co.,
General Agents.
tf 376 Hongkong, 4th June, 1874.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rates of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.
tf 1192 Hongkong, 27th June, 1872.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

No charge for Policy fees.

JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st November, 1871. [tf 385

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—
Not exceeding 10 days, ⅛ of the annual rate.
Not exceeding 1 month, ¼ do. do.
Above 1 month and not exceeding 3 months, ½ do. do.
Above 3 months and not exceeding 6 months, ¾ do. do.

EDWARD NORTON & Co.,
Agents the Queen Insurance Company.
tf 242 Hongkong, 22nd January, 1870.

Insurances.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

CHAS. H. MORGAN
Agent.
1y 943 Hongkong, 18th June, 1874.

COMMERCIAL UNION ASSURANCE COMPANY.

THE Undersigned, Agents at Hongkong for the above Company's Fire Department, are prepared to GRANT POLICIES against FIRE to the extent of £10,000 on Buildings, or on Goods stored therein, at current rates, subject to an immediate discount of Twenty per cent.

THE BORNEO COMPANY, LIMITED.
1y 790 Hongkong, 20th May, 1874.

QUEEN INSURANCE COMPANY.

FROM and after this date, and until further notice, a Discount of Twenty per cent. (20 %) upon current local rates of Premia, will be returned on Insurances against fire, effected with this Office.

EDWARD NORTON & Co.,
Agents.
tf 1174 25th June, 1872.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rate of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.
tf 1193 Hongkong, 27th June, 1872.

Business Announcements.

THE BEST INVESTMENT OF THE DAY FOR A SMALL OUTLAY.

And where there is no previous knowledge of the business required, is a Lemonade, Ginger Beer, and Soda Water Machine, as the public just as much on the increase for Aerated drinks. The book of 44 pages of illustrations and information, forwarded free, or can be had at the office of this paper. BARNETT & FOSTER, *Engineers*, 23, *Forston Street, Hoxton, London, England.* [13] 1884 Nov. 14

DINNEFORD'S FLUID MAGNESIA.

The best remedy for ACIDITY of the STOMACH, HEARTBURN, HEADACHE, GOUT, and INDIGESTION. And the best mild aperient for delicate constitutions, especially adapted for Ladies, Children, and Infants, and for regular use in Warm Climates.

DINNEFORD & Co., Chemists, London, and of Druggists and Storekeepers throughout the world.

N.B.—Ask for DINNEFORD'S MAGNESIA, and use DINNEFORD'S Friction Gloves and Belts.

56 1808 | A. S. Watson & Co., Agents, Hongkong. [14 Ma.

DIPLOMA OF MERIT, VIENNA EXHIBITION, 1873.

THE CELEBRATED YORKSHIRE RELISH. The most delicious and cheapest Sauce in the World, and has a larger sale than any other Sauce. To be had of Grocers, Oilmen, &c. Trade Mark, "Willow Pattern plate."

Prepared by GOODALL, BACKHOUSE & Co., LEEDS, ENGLAND.

DIPLOMA OF MERIT, VIENNA EXHIBITION, 1873.

GOODALL'S QUININE WINE. The best and most agreeable tonic yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite, &c., it is invaluable. Recommended by the most eminent Chemists of the day, Arthur Hill Hassall, M.D., We[n]worth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S., &c. the *Lancet*, the *Food Journal*, *Medical Press*, *Circular*, &c., &c. Sold by Chemists, Grocers, &c. Prepared by GOODALL, BACKHOUSE & Co., LEEDS, ENGLAND.

DIPLOMA OF MERIT, VIENNA EXHIBITION, 1873.

GOODALL'S BAKING POWDER. The best in the World. Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter, or Lard. One trial will convince the most sceptical of its superiority over all others. Sold by Grocers, Oilmen, &c. Prepared by GOODALL, BACKHOUSE & Co., LEEDS, ENGLAND.

52i 898] [June 6

NO DECAY, NO INFECTION by using the PETRIFYING SILICATE PAINTS, as supplied to The Admiralty, Board of Works, Austrian Lloyd's; Woolwich Arsenal, Cunard Company, Great Western & London & North Western Railway Companies, FOR HOUSE, SHIP, AND GENERAL USE. Manufactured by the SILICATE PAINT COMPANY, LIVERPOOL, *in all colours.*

Have no chemical action on Iron or other Metals, will wear longer ... 1 cwt. is equal in bulk and weight the work of 3 cwt. lead Paints. See article in "Engineering," 26th January, 1872.

"DAMP WALLS, CHURCHES, &c., Cured by the Petrifying Liquid, at a cost of 2d. to 3d. per square yard. See Article in "Builder," 9th March, 1872. For particulars and Testimonials, apply to the SILICATE PAINT COMPANY, LIVERPOOL.

26i 1885] [Sept. 5

J. & E. ATKINSON, WHOLESALE & EXPORT PERFUMERY, AND FANCY SOAP MANUFACTURERS, 24, OLD BOND STREET, LONDON. Established 1799.

Exhibition Prize Medals.—London, 1862—Prize Medal. Paris, 1867—Only Silver Medal. Oporto, 1872—Only Medal Awarded. Lima, 1872—The Silver Medal. Vienna, 1873—Grand Medal—"Progress."

Atkinson's Celebrated WHITE ROSE and other PERFUMES. Atkinson's Celebrated EAU DE COLOGNE. Atkinson's Celebrated BROWN WINDSOR SOAP, &c.

N.B.—All Perfumes, Lavender-waters, Eau de Cologne, &c., manufactured in bond, and shipped duty free at great reduction. PRICE LIST ON APPLICATION.

CAUTION.—Many spurious imitations are now sold of Messrs. J. & E. ATKINSON'S Goods; orders should therefore be sent direct, or through commission houses of repute. Their goods are kept by all respectable dealers throughout the world. [52i 1160 July 25

JOYCE'S SPORTING AMMUNITION. Established 1820.

The attention of Sportsmen is invited to the following Ammunition of the best quality, now in general use throughout England, India, and the Colonies.

JOYCE'S TREBLE WATERPROOF CENTRAL FIRE PERCUSSION CAPS.

Chemically-prepared Cloth and Felt Gun Wadding. JOYCE'S GAS-TIGHT CARTRIDGES, For Pin-fire and Central-fire Breech-loading Guns. Wire Cartridges for killing Game at long distances, And every Description of Sporting Ammunition. Sold by all Gunmakers and Dealers in Gunpowder.

FREDERICK JOYCE & Co., Patentees and Manufacturers, 57, UPPER THAMES STREET, LONDON.

413i 1886] [Sept. 8

CROSSE & BLACKWELL'S CELEBRATED OILMEN'S STORES, ALL OF SUPERIOR QUALITY.

PICKLES, SAUCES, SYRUPS, JAMS, IN TINS AND JARS. ORANGE MARMALADE. TART FRUITS, DESSERT FRUITS. PONCONS, LISBON APRICOTS AND PEACHES. MUSTARD, VINEGAR. FRUITS IN BRANDY AND NOYEAU. POTTED MEATS AND FISH. FRESH SALMON, OYSTERS, AND HERRINGS. KIPPERED SALMON AND HERRINGS. HERRINGS À LA SARDINE. SMOKED SALMON. YARMOUTH BLOATERS. BLACKWALL WHITEBAIT. FRESH AND FINDON HADDOCKS. PURE SALAD OIL. SOUPS IN PINT AND QUART TINS. PRESERVED MEATS IN TINS. PEAS, CARROTS, BEANS AND OTHER VEGETABLES. PRESERVED HAMS AND CHEESE. PRESERVED BACON. OXFORD AND CAMBRIDGE SAUSAGES. BOLOGNA SAUSAGES. YORKSHIRE GAME PATES. YORKSHIRE PORK PATES. TONGUES, GAME, POULTRY. PLUM PUDDINGS. LEA AND PERRINS' WORCESTERSHIRE SAUCE.

Fresh supplies of the above and numerous other table delicacies may always be had from every Storekeeper.

CAUTION.

To prevent the fraud of refilling the bottles or jars with native productions, they should *invariably be destroyed* when empty.

Goods should always be examined upon delivery to detect any attempt at substitution of articles of inferior brands.

Every Cork is branded with CROSSE & BLACKWELL'S *name.*

CROSSE & BLACKWELL, PURVEYORS TO THE QUEEN, SOHO SQUARE, LONDON.

At the Paris Exhibition of 1867, THREE Prize Medals were awarded to CROSSE & BLACKWELL for the marked superiority of their productions. Also a special Medal for Progress at the Vienna Exhibition. [June 27 a26i 996]

YARROW & HEDLEY'S SMALL STEAMERS & STEAM LAUNCHES, Built of Wood, Iron, or Steel.

23 feet long...seats for 8 persons...complete from £192 to £270
30 feet long...seats for 14 persons...complete from £230 to £350
37 feet long...seats for 20 persons...complete from £321 to £430
43 feet long...seats for 30 persons...complete from £470 to £610
50 feet long...seats for 60 persons...complete from £650 to £1040
&c., &c.

Steamers up to 45 feet in length can be transported on a ship's deck entire, and ready for immediate use on arrival, or shipped in 3 or more sections.

The above may be used for conveying passengers, carrying cargo, or as tugs.

The total working expenses of a Steamer 43 feet long, amount to 15 shillings a day in England; the consumption of fuel being about 6 cwt., and a man and a boy the crew required.

Paddle and Screw Steamers constructed specially for river navigation, having a very shallow draught of water.

To meet special Requirements,
Speeds ranging up to 20 miles an hour,
Draughts ranging down to 6 inches of water,
Contracted for.

MACHINERY CONSTRUCTED FOR BOATS BUILT ABROAD.

YARROW & HEDLEY, Engineers and Builders, Isle of Dogs, Poplar, London. Prospectuses may be obtained at the Office of this Journal. [a26i 1161 July 25

Business Announcements.

JOHN MOIR & SON, ABERDEEN, Would direct attention to their BACON, HAMS, SAUSAGES, SOUPS, &c., all prepared by their new process. THEIR JAMS, JELLIES, AND MARMALADE are all pure as labelled, not adulterated with pulp of other fruit.

26i 1607] [Oct. 3

KEATING'S COUGH LOZENGES. This UNIVERSAL REMEDY now stands the first in public favour and confidence: For COUGHS, ASTHMA, and all affections of the Throat, they are the most agreeable and efficacious remedy. They do not contain opium or any other deleterious drug, and may, therefore, be taken with perfect safety by the most delicate constitution.

KEATING'S BON BONS OR WORM TABLETS, a Purely VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for children. Sold in Bottles by all Chemists,

THOMAS KEATING, London, Export Chemist and Druggist.

26i 1608] [Oct. 3

LEA AND PERRINS' Celebrated WORCESTERSHIRE SAUCE, DECLARED BY CONNOISSEURS TO BE THE ONLY GOOD SAUCE.

CAUTION AGAINST FRAUD.

The success of this most delicious and unrivalled Condiment having caused certain dealers to apply the name of "Worcestershire Sauce" to their own inferior compounds, the Public is hereby informed that the only way to secure the genuine, is to

ASK FOR LEA & PERRINS' SAUCE,

and to see that their names are upon the *wrapper, labels, stopper, and bottle.* Some of the foreign markets having been supplied with a spurious Worcestershire Sauce, upon the wrapper and labels of which the names of Lea and Perrins have been forged, L. and P. give notice that they have furnished their correspondents with power of attorney to take instant proceedings against *Manufacturers* and *Vendors* of such, or any other imitations by which their right may be infringed.

Ask for LEA & PERRINS' Sauce, and see Name on Wrapper, Label, Bottle, and Stopper.

Wholesale and for Export by the Proprietors, Worcester; Crosse and Blackwell, London, &c., &c.; and by Grocers and Oilmen universally. [52i 843 May 30.

Business Announcements.

KEROSINE, PETROLEUM AND PARAFFIN LAMPS.—WRIGHT AND BUTLER, *Manufacturers and Exporters, Birmingham.* Table, Street, and Station Lamps and Lanterns of all descriptions. Chandeliers, Brackets, &c., in great variety. Lamps fitted with American or any other description of Burners. Patentees of the celebrated "*Eclipse.*"—*No Chimney Burner.* Specially adapted for up-country districts, as all breakage of chimney is avoided, and the light given much greater than that of any other burner same size wick. Photographs and Books containing over 500 designs upon application. Indents must be sent through an English house, or covered by drafts 60 days' sight.

521 903] [June 27

TRADE MARK

ON A WREATH, A LION RAMPANT GARDANT, HOLDING A CROWN PROPER.

ELLWOOD'S HATS AND HELMETS.

OAKEY and SON'S EMERY and BLACK LEAD MILLS, WESTMINSTER BRIDGE ROAD, LONDON, ENGLAND.

OAKEY'S WELLINGTON KNIFE POLISH. Packets, 3d. each; tins, 6d., 1s. 6d., and 4s. each.

OAKEY'S INDIA RUBBER KNIFE BOARDS, from 1s. 6d. each.

OAKEY'S SILVERSMITHS' SOAP (NON-MERCURIAL), For Cleaning and Polishing Silver, Electro-plate, Plate Glass, Marble, &c. Tablets, 6d. each.

OAKEY'S GENUINE EMERY, GRAIN AND FLOUR.

OAKEY'S EMERY AND GLASS CLOTH.

OAKEY'S CABINET GLASS PAPER, BLACK LEAD, &c.

OAKEY'S GOODS Sold by Ironmongers, Grocers, Oilmen, Brushmakers, Druggists, and Storekeepers generally. [52i 66 Jan. 10

HONGKONG MARKETS.

As Reported by Chinese on the 24th December, 1874.

COTTON GOODS.

COTTON YARN, No. 16 a 24	per 400lbs.	$108.00 a $114.50
,, 28 a 32	,,	111.00 a 116.00
,, 38 a 42	,,	120.00 a 135.00
GREY SHIRTINGS, 7 lbs	per piece	$1.75 a 1.85
,, 8 lbs	,,	1.97 a 2.00
,, 8½ lbs	,,	2.20 a 2.25
WHITE SHIRTINGS, 54 a 60 reed	,,	2.16 a 2.35
,, 64 a 66	,,	2.45 a 2.60
,, 68 a 80	,,	2.85 a 3.50
WHITE SPOTTED Do.	per piece	2.40 a 2.45
WHITE BROCADES	,,	2.65 a 2.70
AMERICAN DRILLS, 30 yards	,,	2.60 a 2.65
,, 40	,,	3.85 a 4.00
GREY T-CLOTHS, 24 yds & 32 in. 7 lbs	,,	1.80 a 2.05
,, 24 ,, & 36 ,, 8 lbs	,,	2.15 a 2.20
DYED SPOTTED SHIRTINGS	,,	3.80 a 3.95
DYED BROCADES Do.	,,	3.80 a 3.95
DYED DAMASK Do.	per piece	6.00 a 6.25
CHINTZ	,,	1.85 a 1.90
HANDKERCHIEFS, Blue	per doz.	0.60 a 0.65
,, Brown	,,	0.60 a 0.65
,, Red	,,	0.75 a 0.80
VELVETS, Black 22 ins.	per yard	0.21 a 0.23
,, Italian 22	,,	0.15 a 0.18
VELVETEENS, Black	,,	0.22 a 0.23

WOOLLEN GOODS.

SPANISH STRIPES	per yard	0.73 a 0.79
LONG ELLS, HH Scarlet	per piece	10.00 a 10.20
,, Assorted	,,	9.40 a 9.50
,, HH Scarlet	,,	9.85 a 10.00
,, Assorted	,,	9.40 a 9.45
CAMLETS, SSS	,,	16.50 a 17.00
,, SS	,,	18.00 a 18.80
,, S	,,	19.00 a 19.50
,, BBB	,,	20.00 a 20.50
LASTINGS, DD	,,	15.50 a 16.00

METALS.

IRON, Nail Rod	per picul	3.60 a 3.85
,, Hoop	,,	4.60 a 4.75
,, Bar	,,	3.35 a 3.40
,, Wire	,,	8.50 a 8.75
LEAD	,,	8.50 a 7.75
STEEL, English	per tub	4.70 a 4.75
,, Swedish	,,	4.80 a 4.90
TIN, Malacca	per picul	24.30 a 25.50
TIN PLATES	per box	7.80 a 8.20
SHEATHING METAL	per picul	25.00 a 29.00
QUICKSILVER, English	,,	210.00 a —
,, American	,,	212.00 a —
SPELTER	,,	7.25 a 7.50

PRODUCE.

COTTON, Shanghai	per picul	13.60 a 14.00
,, Ningpo	,,	14.00 a 14.50
,, Tientsin	,,	14.60 a 15.00
,, Tungchow	,,	15.00 a 15.50
,, Bengal	,,	12.00 a 14.50
ALUM	,,	1.25 a 1.65
SESAMUMS, white	,,	4.50 a 4.60
,, Black	,,	3.30 a 3.50
RICE, Bengal, Cargo No. 1	,,	2.45 a 2.50
,, ,, 2	,,	2.20 a 2.26
,, Siam, white	,,	1.85 a 1.90
,, ,, mill cleaned	,,	1.70 a 1.75
,, Manila	,,	2.35 a 2.40
,, Singapore	,,	2.10 a 2.15
,, Saigon	,,	1.60 a 1.65
,, Arracan	,,	2.10 a 2.15
,, Rangoon	,,	2.35 a 2.40
SALTPETRE	,,	6.00 a 6.25
COALS, AFLOAT	per ton	
,, English steam	,,	13.00 a 14.00
,, Sydney	,,	10.50 a —
WINDOW GLASS	per box	3.50 a 3.60
STRAITS PRODUCE, &c.		
RATTANS, Straits	per pcl.	5.50 a 6.00
,, Banjar	,,	4.50 a 4.80
PEPPER, White	,,	18.00 a 19.50
,, Black	,,	13.10 a 13.30
BETEL NUT	,,	3.50 a 4.25
SANDAL WOOD Malabar	,,	3.80 a 4.20
,, South Seas	,,	17.50 a 19.00
SAPAN WOOD, Manila	,,	1.50 a 2.20
,, Siam	,,	2.50 a 2.75
FLOUR, California, per sack of 50 lbs.	,,	1.10 a 1.25
,, American, per barrel of 200 lbs.	,,	6.25 a 6.50
,, ,, of 100 lbs.	,,	2.60 a 2.75
WHEAT, Tientsin	per pcl.	1.80 a 1.95
,, California	,,	2.25 a 2.30
SUGAR, Canton white, 1 a 3	,,	6.70 a 7.15
,, Dk. Brown	,,	3.60 a 3.70
,, West Coast, Dk. Brown	,,	3.20 a 3.30
,, Manila, Dry White	,,	4.50 a 4.60
,, Dk. Brown	,,	3.75 a 3.90
CAMPHOR, packed	,,	15.00 a 15.75
PEAS, White	,,	1.68 a 1.90
,, Green	,,	2.05 a 2.30
,, Black	,,	1.75 a 1.80
,, Yellow	,,	1.70 a 1.85
MUSHROOMS	,,	65.00 a 70.00
SEAWEED, Green	,,	2.25 a 2.50
,, Cut	,,	2.70 a 2.80
MUSSELS, Dry Siam large	,,	9.50 a 11.50
,, middle	,,	7.75 a 8.20
,, small	,,	5.20 a 5.75
VERMICELLI, Tientsin	,,	7.50 a 8.20
BEES WAX, Japan	,,	12.00 a 12.50
,, Hankow	,,	81.00 a 82.00

SHIPPING IN THE CANTON WATERS.

HONGKONG.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
		STEAMERS.			
Albay		Span. str	269	D. Lapraik & Co	*Sunk*
Alaska	Van Sira	Amr. str		P. M. S. S. Co	*On shore*
Altona	K. Ho[illegible]	Ger. str	1179	Wm. Pustau & Co	
Amoy	D[illegible]	Brit. str	814	Siemssen & Co	Amoy, &c.
Bombay	[illegible]vis	Brit. str	1300	P. & O. S. N. Co	
Brisbane	Balfour	Brit. str	891	Gibb, Livingston & Co	Singapore, &c.
Carrisbrooke	Scott	Brit. str	875	Sun Cheong & Co	
Crocus	R. H. Joy	Brit. str	1297	Chinese	
Fame	Vicary	Brit. str	116	H. K. & W. Dk. Co	*Tug Plying*
Foiwan	Benning	Brit. str		A. Heard & Co., Agent	
Glengyle	Martin	Brit. str	1295	Butterfield & Swire	
Formosa	C. H. Stewart	Brit. str	851	Wm. Pustau & Co	
Formosa	Morales	Span. str	355	Vogel, Hagedorn & Co	Manila
Hanyang ‡	Bell	Brit. str	299	Master	
Kinshan ‡	Cary	Brit. str	1050	A. Heard & Co., Agents	
Kiu-Kiang ‡	Benning	Brit. str	1061	A. Heard & Co., Agents	
Kwangtung	Pitman	Brit. str	491	D. Lapraik & Co	East Coast
Leonor		Span. str	393	D. Lapraik & Co	*Sunk*
Little Orphan		Brit. str	40	H. K. & W'poa Dock Co	
Ningpo	[illegible] M. Rayner	Brit. str	781	Siemssen & Co	
Norna		Brit. str	606	Kwok Acheong	
Pawtuxet	[illegible] Smith	Amr. str	280	Aug. Heard & Co	Macao
Powan ‡	A. H. Henning	Brit. str	1890	A. Heard & Co., Agents	
Poyang §	Carroll	Brit. str	821	A. Heard & Co., Agents	
Sir J. Jeejeebhoy		Brit. str	101	Kwok Acheong	
Yot-sai		Brit. str	180	Kwok Acheong	

‡ *Running between Hongkong and Canton.*
§ *Running between Macao and Hongkong.*

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
		SAILING VESSELS.			
Annie Gray	More	Brit. sh	726	Rozario & Co	
[illegible]	R. Glasper	Brit. bk	358	Vogel, Hagedorn & Co	London
Atlantic	Mellin	Brit. sh	1709	Order	
Bunker Hill	Davis	Amr. sh	906	Aug. Heard & Co	
Burra Noorfol	Worgitzky	Siam. bk	360	Chinese	
Candelaria	Don Barredo	Span. bk	407	Remedios & Co	Manila
Cecilia		Port. bk	533		
Chateaubriand	Herve	Fren. bk	380	Carlowitz & Co	Bangkok
Charlotte Andrews	Place	Brit. bk	356	Rozario & Co	*Repairing*
Chattanooga	Freeman	Amr. bk	526	Olyphant & Co	New York
Chinaman	Mackenzie	Brit. bk	667	Olyphant & Co	New York
Clementine	Mocend	Fren. bk	395	Carlowitz & Co	
Commissary	Rubber	Brit. sh	900	Aug. Heard & Co	New York
Constance	Sutton	Brit. bk	850	Vogel, Hagedorn & Co	Takao
Corinne	Thos. Laidman	Brit. bk	395	Bourjau & Co	Saigon
Dan	Holberg	Swed. bg	248	Carlowitz & Co	Bangkok, &c.
Delia	E. de Basezabal	Span. bk	386	Remedios & Co	
Delphin	Lilienthal	Ger. sch	246	Wm. Pustau & Co	Hamburg
Edmond Gressier	Faisquel	Fren. bk	299	Chinese	
Emigrante	L. Castagnino	Peru. sh	940	Wm. Pustau & Co	
Game Cock	Stoddard	Amr. sh	1120	Vogel, Hagedorn & Co	
Glory	Jorgensen	Siam. bk	442	Kwok Mee & Co	
Gloucester	Vincent	Brit. sh		Rozario & Co	Dunedin
F. & L.	Estarico	Fren. bk	250	Order	
Jean Sands	Lefavour	Brit. sh	631	Aug. Heard & Co	
Juno	Blethen	Amr. bk	350	Captain	
Lizzie H.	Babson	Amr. bk	896	Aug. Heard & Co	
Lord Macaulay	Monkman	Brit. bk	846	Vogel, Hagedorn & Co	Manila, &c.
Lucre	Colberg	Siam. bk	432	Chinese	
Malay	B. P. Clough	Amr. sh	812	Russell & Co	San Francisco
Maria y Vicente		Span. bk	384		
Marquis of Argyle	Wm. McKeon	Brit. sh	700	Order	
Margation	Forman	Brit. bk	330	Gas Co	
Medora	Petrie	Brit. bk	357	Olyphant & Co	Lyttledon, &c.
Morning Light	Chaston	Brit. sh	2377	Vogel, Hagedorn & Co	San Francisco
Niagara	G[illegible]	Brit. bg	292	Rozario & Co	
Novelty	Limmex	Brit. bk	376	Russell & Co	
Norseman	Soderstrom	Siam. sh	701	Chinese	
Onward	Sti[illegible]	Brit. sh	606	Rozario & Co	
Ognate	Doughty	Brit. bk	739	Order	
Palma	Binge	Ger. bk	229	Chinese	
Perfis	Miller	Brit. bk	713	P. M. S. S. Co	
Pelham	Morgan	Brit. bk	340	Aug. Heard & Co	
Rapid	F. Hunte	Siam. bk	429	Chinese	
Rosalia	M. Frennoye	Span. sch	217	Remedios & Co	
Scotland	Holcomb	Amr. sch	78	Captain	
Talee	Hoffmann	Ger. bk	335	Siemssen & Co	
Teresa	Barredo	Span. bk	261	Siemssen & Co	
Therese	Mudgett	Amr. sh	1320	Birley & Co	*Repairing*
Three Brothers	Katilke	Brit. bk	369	Chinese	
Vesta	R. Dirks	Ger. bk	235	Melchers & Co	Bangkok
Weymouth	Hunt	Brit. sh	900	Russell & Co	
Windhover	Findlay	Brit. bk	846	Captain	London

RECEIVING VESSELS & HULKS.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.
Chase	Mather	Pw. Mag.	283	Harbour Master
Fort William	Purchase	Hulk	1000	P. & O. Co
John Adam	Strond	Hulk	318	Water Police

WHAMPOA.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
		STEAMERS.			
Lintin		Brit. str	69	Kwok Acheong	
		SAILING VESSELS.			
Alden Besse	Allen Noyes	Amr. bk	842	Arnhold, Karberg & Co	New York
Carolina	Meyer	Ger. bk	360	Wm. Pustau & Co	
Kinfauns Castle	Jas. Dodds	Brit. sh	799	A. MacG. Heaton	London
Neu Granada	E. Bauer	Ger. bk	350	Ed. Schellhass & Co	
Titania	England	Brit. sh	979	Vogel, Hagedorn & Co	London

CANTON.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
An-lan	Godsil	H.I.C.M.	g-b.		
Atalanta	G. Peterson	Ger. str	702	Siemssen & Co	
China	Hennings	Ger. str	642	Siemssen & Co	
Chen-tai	Wade	H.I.C.M.	g-b.		
Ching-Sing	E. Choy	H.I.C.M.	g-b.		
Demerara				Customs Chop	
Kjobenhavn	D. Torm	Dan. str	701	Wm. Pustau & Co	
Ngan-tun	Stewart	H.I.C.M.	g-b.		
Sui-Tsing	James Stewart	H.I.C.M.	g-b.		
Sun-Chee	Scott	H.I.C.M.	g-b.		
Tien-Po		H.I.C.M.	g-b.		

MACAO.

In port on 20th December, 1874.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Concordia	I. L. da Silva	Port. bk	226	J. E. d'Almeida	Batavia, &c.
Fangh Balangh	Rute	Ger. bk	278	Ebell & Co	
Santa Sancha	M. Nunis, Jun.	Port. bk	311	A. A. de Mello & Co	
Spark ‡		Brit. str		A. Heard & Co., Agents	
White Cloud		Brit. str ‡	389	A. Heard & Co., Agents	Sunk

‡ *Running between Canton and Macao.*

SWATOW.

In port on 20th December, 1874.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Albert Victor	McLauchlan	Brit. bk	384	E. Vincent & Co	
Loblbilig	Macpherson	Brit. sch	335	E. Vincent & Co	Chefoo
Pyrmont	Diedricksen	Ger. bk	423	Dircks & Kruger	
Presto	Irgens	Dut. bk	360	Dircks & Kruger	Singapore
Salacia	Jackson	Brit. bk	423	E. Vincent & Co	Chefoo

AMOY.

In port on 17th December, 1874.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Adeline	Timmsin	Ger. sch	134	Pasedag & Co	Chefoo
Alerta	Vogt	Ger. bg	209	Pasedag & Co	
Baltic	Anderson	Ger. bk	418	Pasedag & Co	
Dora	Petersen	Ger. bk	265	H. A. Petersen & Co	
Eaglet	Nicol	Brit. bk	392	Boyd & Co	
Forget-me-not	Rost	Ger. bk	231	Pasedag & Co	
Friendship	Klindt	Siam. bk	480	Brown & Co	
Kim Hong Tye	Harton	Siam. bk	370	Brown & Co	
Taikun	Holler	Ger. bk	355	Pasedag & Co	
Traviata	Breckwoldt	Ger. bk	270	H. A. Petersen & Co	
Trelevan Family	Quinlan	Brit. sch	193	Boyd & Co	

FOOCHOW.

In port on 18th December, 1874.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Adele	Lapham	Amr. bk	387	Chinese	Shanghai

SHANGHAI.

In port on 17th December, 1874.

The names of the numerous steamers, tugs, small craft, and receiving hulks employed on the Yang-tsze are not included in this table.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Conqueror	Davidson	Brit. bk	599	Jardine, Matheson & Co	New York
Farmingham	Crait	Brit. bk	281	Siemssen & Co	
Geo. Washington	Askins	Brit. bk	414	Morris, Lewis & Co	
Hilda	Davey	Brit. bk	306	Nils Moller	
Indiana	Vickers	Brit. sch	298	Lane, Crawford & Co	
Inverness	Petro	Brit. bk	7?5	Jardine, Matheson & Co	New York
Juthia	Garnier	Fren. bk	201	J. S. Baron	
Laju	Scott	Brit. sh	556	Adamson, Bell & Co	London
Mary Whitridge	Cutler	Amr. sh	862	Russell & Co	New York
Nadeshda	Hathnaun	Dan. sch	185	Thorne, Rice & Co	Nagasaki
Northampton	Barclay	Brit. sh	1161	Adamson, Bell & Co	
Omba	Thomson	Brit. sh	856	Jardine, Matheson & Co	London
Parana	Laine	Fren. bk	265	J. S. Baron	
Sally	Long	Brit. sh	796	Drysdale, Ringer & Co	
Sooloo	Howie	Amr. bk	472	Little & Co	New York
Star of the West	Taylor	Amr. sh	1192	Frazar & Co	
St. Francois	Simon	Fren. bk	253	Gilman & Co	
Union		Fren. bk	581	M. H. A. Beer	

YOKOHAMA.

In port on 16th December, 1874.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Glamorganshire	Richie	Brit. sh	805	Wilkin & Robison	
Myrtle	Foley	Amr. sch	33	Captain	
Parmenio	Abbot	Brit. bk	369	Captain	
Pride of the Thames	Brown	Brit. bk	379	P. M. S. S. Co	
Sudan	Ocsau	Ger. bk	304	Order	

MANILA.

In port on 11th December, 1874.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Colima		Dut. bk	360	G. V. P. Petel & Co	
Gravina		Span. bg	246	F. Munoz	
Etta Loring		Amr. bk	716	Russell & Sturgis	
Pepita	Aldecoa	Span. bk	269	Z. I. de Aldecoa	
Pepita		Span. sh	567	F. Reyes	
Romeo	Thomas	Brit. bk	460	Smith, Bell & Co	
Rosa		Span. sh	322	Castillo Hermanos	
Sooloo		Amr. sh	963	Ker & Co	

H. M. S. SHIPS IN THE CHINA SQUADRON.

Name.	Rig.	Guns.	H.P.	Captain.	Where At.
Adventure	double sc. gun vs.	2	400	John d'Arcy	Hongkong
Avon	doub. sc. gun vs.	4	120	Comr. Powlett	Hongkong
Challenger	double sc. gun vl.	—	—	Capt. M. J. Thomson	Hongkong
Charybdis	Steam Corvette	17	400	Captain T. E. Smith	Singapore
Curlew	doub. sc. gun vl.	3	160	Comdr. E. J. Church	Hongkong
Dwarf	doub. sc. gun vl.	4	20	Comdr. Hon. Dawson	Amoy
Elk	doub. sc. gun vl.	4	120	Comdr. R. H. Harris	Hongkong
Frolic	double sc. gun vl.	4	100	Comdr. C. E. Buckle	*On a Cruise*
Growler	doub. sc. gun vl.	4	120	Com. W. Stewart	Amoy
Hart	double sc. gun vl.	4	120	Comdr. T. H. Royse	Singapore
Hornet	double sc. gun vl.	4	120	Comdr. Cameron	Hongkong
Iron Duke	doub. sc. iron sk.	14	800	Capt. W. Arthur	Hongkong
Kestrel	double sc. gun vl.	4	100	Comdr. Theobald	Foochow
Meanee	Military Hospital	—	—	—	Hongkong
Midge	doub. sc. gun vl.	4	120	Comdr. Grant	Tientsin
Modeste	Steam Corvette	14	350	—	Shanghai
Mosquito	gun-boat	4	60	Lieut. Comr. Paul	Japan
Ringdove	doub. sc. gun vl.	3	160	Comr. Singleton	Nagasaki
Swinger	doub. sc. gun vl.	2	60	Lieut. Comr. Bolitho	Hankow
Sylvia	double sc. gun vl.	—	150	Captain St. John	Kobé
Thalia	Steam Corvette	6	400	Capt. H. B. Woollcombe	Yokohama
Thistle	doub. sc. gun vs.	4	120	Comr. F. Stirling	Hongkong
Victor Emmanuel	Receiving ship	2	600	Com. J. E. Parish	Hongkong

FOREIGN MEN-OF-WAR IN HARBOUR.

Name.	Nation.	Tons.	Guns.	Captain.
Bogatyr	Rus. corvette	2200		[illegible]roff
Dang-wee	Ann. gun-boat	250		[illegible]llivar
Elisabeth	German frl.	2000		[illegible]vonine
Yantic	U.S. corvette	490		McDougal

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